Palouse

SCENIC BYWAY APPLICATION
VISUAL ANALYSIS DISCIPLINE REPORT

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EXECUTIVE SUMMARY

SCENIC BYWAY APPLICATION OVERVIEW

For purposes of this study, staff divided the 160 miles of the proposed tour route into eleven roadway sections with views both northbound and southbound. The local scenic byway committee has requested the routes shown on the attached map be considered for inclusion into the Palouse Scenic Byway.

STUDIES AND COORDINATION

The visual analysis was performed by a licensed landscape architect with a team from Washington State Department of Transportation's Heritage Corridors Program, using a visual assessment technique developed by the Washington State Department of Transportation (WSDOT) and recorded using Scenic 2.0 software, also created by WSDOT.

The assessment is based upon the guidelines of the U.S. Department of Transportation, Federal Highway Administration (FHWA) publication "Visual Assessment for Highway Projects," March 1981. Views were analyzed for vividness, intactness, and unity of landform, vegetation, water, ephemeral, and human built elements.

The corridor encompasses the towns of La Crosse and Dusty on State Route (SR) 26; Rosalia, Steptoe, Colfax, Colton, and Uniontown on SR 195; and Pullman, Palouse, Garfield, Belmont, Oakesdale, and Tekoa on SR 27. Currently, two other sections of highway are designated as State Scenic Byways: SR 272 between Colfax and Palouse, and SR 194 between SR 195 and Almota. Volunteers from these towns serve on the Palouse Scenic Byway Committee.

SCENIC THRESHOLDS

Values for Landform, Water, Vegetation, Ephemeral, Human, Unity, and Intactness were analyzed and averaged separately. For the purposes of this study, three thresholds were established based on average ratings for each value and for the landscape unit as a whole.

- Average ratings between 6 and 7 are considered ***exceptionally scenic***
- Average ratings between 5 and 6 are considered ***highly scenic***
- Average ratings between 4 and 5 are considered ***scenic***

The presence or absence of water in visual impact assessments skews ratings, therefore:

- Where waterbodies are present in significant portions of the landscape unit and ratings for views reached a 7, the landscape unit is determined to have ***exceptionally scenic*** ratings for water.
- Where ratings for water are between 4 and 6 at any point in the landscape unit, the landscape unit is determined to have ***highly scenic*** ratings for water.
- Where ratings for water are between 1 and 3 at any point in the landscape unit, the landscape unit is determined to have ***scenic*** ratings for water. This is due to the fact that water, however minor the areal extent, enhances the visual quality of a scene. For example, a small stream may not be seen for a long duration, but its presence is attractive, as evidenced by the real estate market.

EXISTING CONDITIONS

All landscape units had 'scenic" and "highly scenic" views. Only the access roads into Pullman (SR 270) and into La Crosse had no "exceptionally scenic" views. Nearly 94 percent of this corridor is classified as "scenic" or better. Most landscape units had "exceptionally scenic" views. Almost 59% of the study area is "highly scenic" or greater. The agricultural land use of the region is its most scenic characteristic and this is easily viewed from the highway. Because of this, the scenic quality of this region is highly dependent upon land use and parcel size remaining as it is at present. Should land use or zoning change significantly, this analysis should be repeated.

Ephemeral views include combines harvesting grain, patterns in the fields left by harvesting, horses and cows grazing in fields, thunderheads, rolls of hay, and clear starry nights. Human elements such as old barns or rustic cabins occasionally provide highly scenic and picturesque views.

There are some human impacts that encroach on the views such as unscreened "junk" yards, irrigation settlement ponds, run-down buildings, and power and telephone poles and lines. These encroachments are generally of short duration within the landscape and in many cases could be mitigated through screening by vegetation or berms. Many towns along this route are in the process of planting street trees or hanging banners or flower baskets within the main business districts. These continuing improvements will help raise the human, unity, and intactness scores.

RECOMMENDATION

This corridor meets scenic thresholds at this time.

The scenic ratings for this network of roadways are highly dependent upon the retention of current large land parcel zoning restrictions in Whitman County and the retention of current agricultural land uses. The scenic classifications reflect the historic agricultural land uses. If land use should change, for example if small ranches were allowed, the ephemeral, human, intactness, and unity ratings would drop and the corridors would, most likely, no longer qualify as "scenic," "highly scenic" or "exceptionally scenic."

INTRODUCTION

1.1. ORGANIZATION AND SCOPE

Average and peak ratings for each landscape unit are located in Appendix A. During this study, staff analyzed views traveling both northbound and southbound. In many cases, ratings for direction of travel differed markedly. For example,

Tables in this report show ratings for both directions of travel for each landscape unit.

1.2. OVERVIEW OF THE PALOUSE CORRIDOR

1.2.1. History

The source of the word, Palouse, is generally thought to have come from the name of the major village of the Palouse Indians. The name is derived from the Sehaptin (Indian) word for the village, "palus" which means “something sticking down in the water.” Palus was located at the confluence of the Palouse and Snake Rivers, and the something sticking down in the water was a large rock. The Palouse Indians believed the rock to be a solidified heart of Beaver, who played an important role in their spiritual beliefs. The Nez Perce Indians, on the other hand, believed the rock to be the canoe of Coyote, who played an important part in their spiritual beliefs.

The Palouse region boasts a rich and diverse history of settlement, with at least one third of the settlers being foreign-born. Included among those who settled in this area are Americans, Canadians, Irish, British, Chinese, Japanese, Empire Germans, Swiss, Norwegians, Swedes, and Volga and Black Sea Germans. Smaller groups of settlers included Greeks, Italians, and African Americans. A few settlers came to the region as early as 1836, but did not immigrate in large numbers until the 1860's. Re-location of Native tribes of the area, and a ferry system crossing the Snake River, were crucial in accelerating the influx of settlers from the outposts at Walla Walla and Lewiston Idaho. During the 1860s and 1870s, travel in and out of the Palouse was restricted to steamboats and stagecoaches. By the 1880s, though, railroads dominated the transportation industry, playing a major role in the region’s economy.

Some settlers came as trappers, miners, and timber harvesters, but the majority came with hopes of raising livestock and crops as subsistence farmers. Almost all available farmland in the region was settled by 1885. The farmers found very quickly, however, that the alluvial soils of the western part of the area were inferior to the rich wind blown loess soils of the eastern hills. This discovery caused a shift from livestock and subsistence farming to the large-scale single crop agricultural operations that dominate the landscape today. Farms are large in size and grow primarily wheat, rapeseed, dry peas, and lentils. Agriculture remains king and continues to evolve, but not everything remains unchanged. For example, once mighty railroads have been largely displaced by cars, trucks, and ships, and emerging industries such as high technology, light manufacturing, health services, tourism, and recreation are finding footholds in Palouse Country.

1.2.2. Natural Environment

Deep wind-blown dust, loess deposits, of up to 200 feet thick, overlie basalt lava flows. These rolling hills of fertile soil characterize this region. In places, buttes of older continental rock rise above the basalt and loess. Steptoe Butte and Kamiak Butte are the two best-known examples in this region.

The Palouse River and other smaller stream channels cut through the loess and reveal the basalt underneath. Present-day hills are old dunes that formed from dust coming from the southwest. Because of this wind direction, hills are steeper on the northeast side.[1]

Vegetation in the Palouse consists principally of agricultural fields on the hills. The northeast sides of these hills are too steep to mow, so they have been colonized by shrubs, and occasionally, with trees. Stream channels are vegetated by Ponderosa Pine and cottonwood plant associations. Farms and homes are frequently surrounded by trees.

1.2.3. Culture

This picturesque area contains small towns, agricultural history, art galleries, museums, farmers' markets, local produce stands, music festivals, country fairs, Washington State University, and opportunities for outdoor recreation.

1.3. STUDY AREA

For purposes of this study, staff divided the 160 miles of the proposed tour route into eleven roadway sections with views both northbound and southbound. The local scenic byway organization has requested the routes shown on the attached map be considered for inclusion into the Palouse Scenic Byway.

2. METHODOLOGY AND COORDINATION

2.1. EVALUATION CRITERIA

This study complies with the guidelines outlined in the WSDOT *Environmental Procedures Manual*, Section 459, "Visual Impacts, Light, and Glare." A licensed landscape architect performed the visual analysis with a team from Washington State Department of Transportation's Heritage Corridors Program, using a visual assessment technique developed by the Washington State Department of Transportation (WSDOT) and recorded using Scenic 2.0 software, created by Eric Jackson of the WSDOT.

The assessment is based upon the guidelines of the U.S. Department of Transportation, Federal Highway Administration publication "Visual Assessment for Highway Projects" March 1981. The methodology used in this study provides more detail on the components of the "vividness" category than the FHWA method and allows continuous recording of the visual quality of the entire landscape unit rather that analysis from selected stationary viewpoints. The FHWA method is designed to measure changes in the views because of a project, whereas the scenic assessment is designed to rate the visual quality of an entire corridor in its current condition.

Within each landscape unit, views were continuously analyzed and rated for vividness, intactness, and unity of landform, vegetation, water, ephemeral, and human built elements.

[1] David D. Alt and Donald W. Hyndman. *Roadside Geology of Washington.* Missoula, Montana: Mountain Press Publishing Company. 1984. Pp. 204-208.

2.1.1. Location and Coordination

The corridor encompasses the towns of La Crosse and Dusty on State Route (SR) 26; Rosalia, Steptoe, Colfax, Colton, and Uniontown on SR 195; and Pullman, Palouse, Garfield, Belmont, Oakesdale, and Tekoa on SR 27. Currently, two other sections of highway are designated as State Scenic Byways: SR 272 between Colfax and Palouse, and SR 194 between SR 195 and Almota. Volunteers from these towns serve in the local scenic byway organization.

2.1.2. Visual Quality

Visual quality is inherently subjective; therefore, objective descriptions are used to quantify the visual assessment. Three criteria used to perform an evaluative appraisal of the landscape visual quality are: Vividness, intactness, and unity. Expert evaluation based on the three criteria have proven to be good predictors of the visual quality using the following sample equation:

Visual Quality = Vividness (of Land, Vegetation, Water, Ephemeral, and Human) + Intactness + Unity

Each of the three criteria is independent; each is intended to evaluate one aspect of visual quality. Definitions of these terms are:

> **Vividness:** The memorability of the visual impression received from contrasting landscape elements as they combine to form a striking and distinctive visual pattern.
>
> **Intactness:** The integrity of visual order in the natural and man-built landscape, and the extent to which the landscape is free from visual encroachment.
>
> **Unity:** The degree to which the visual resources of the landscape join to form a coherent, harmonious visual pattern. Unity refers to the compositional harmony or inter-compatibility between landscape elements.

2.1.3. Visual Quality Evaluation

2.1.3.1. Overview

Staff conducted a visual quality evaluation on existing conditions in early August 2002 on SR 26 between Washtucna and Colfax, SR 27 between Pullman and Tekoa, SR 195 between Rosalia and the Idaho border, and SR 271 between Rosalia and Oakesdale. Further assessments were conducted on SR 194 between SR 195 and Almota, and SR 272 between Colfax and Palouse, to confirm their visual resources. Staff entered data in Scenic 2.0, a computer program connected to a DMI unit and linked to an Access database. They also took pictures to corroborate the data findings. Appendix "A" displays data from this evaluation.

2.1.3.2. Rating Scale

Vividness ratings:

> **LANDFORM:**
>
> **Very High (Rating value = 7):** Topographic variation is dominant and exceptional. Examples are nearby high mountain peaks, steep valley walls, or deep gorges. Vast and

panoramic views are dominant and contain unique topographic features that are visible in striking combinations of form, line, or color. Geologic features are exceptional or regionally significant. They are created by volcanic activity and altered by a fluid agent. Examples include glacial valleys, alpine lakes, deeply incised river gorges, unique shoreforms such as pocket coves, volcanic peaks, or vast basaltic lava flows.

Moderate Rating (Rating value = 4): Topographic variation is visible and interesting, but is not a dominant part of the landscape. Panoramic views are present but are either not dominant in the landscape or are a common feature of the region. Form, line, and color formed by landform elements are not exceptionally striking.

Very Low Rating (Rating value = 1): Topographic or vertical variation is minimal or not present. Panoramic views are nondescript or not present. Form, line, and color of landform elements are monotonous and unengaging.

VEGETATION:

Very High (Rating value = 7): Vegetative patterns are lush, colorful, distinctive, and form a dominant visual effect in the landscape. Vegetative patterns provide an unusual or outstanding diversity within a viewshed. Examples include old growth or undisturbed alpine forests, seasonal colors, and prolific wildflowers in the mountain or desert environment.

Moderate Rating (Rating value = 4): Vegetative patterns of moderate variety or visual diversity that are relatively common to a scenic viewshed.

Very Low Rating (Rating value = 1): Vegetative patterns offer little visual diversity. Vegetative patterns are monotonous or common within an area or region.

WATERFORM:

Very High (Rating value = 7): Lakes, streams, or other water bodies that are dominant in the viewshed and visually striking in form and color. Examples include striking views of rivers, lakes, pristine waterfalls, or rushing mountain streams.

Moderate Rating (Rating value = 4): Lakes, streams, or other waterbodies that are noticeable, but not a dominant feature in that viewshed.

Very Low Rating (Rating value = 1): Lakes, streams, or other waterbodies that are of minimal presence in the viewshed.

EPHEMERAL FEATURES:

Very High (Rating value = 7): Transitory features that are brilliant or striking and contribute significantly to a viewshed but are not present at all times. Examples include migrating wildlife, unique seasonal cloud formations, or marine vessels moving through a water body.

Moderate Rating (Rating value = 4): Transitory features that contribute moderate visual intensity to a landscape at regular predictable times.

Very Low Rating (Rating value = 1): Transitory features that are common or contribute minimally to the viewshed.

HUMAN-BUILT FEATURES:

Very High (Rating value = 7): Traditional city or village centers containing dominant visual elements that combine to form striking forms, lines, or color patterns. Streets, buildings, skyline, and landscape elements create a strong sense of place and are dominant and highly visible.

Moderate Rating (Rating value = 4): Traditional city or village centers containing moderately pleasing visual elements. Form, line, and color pattern combinations are of mediocre quality. Streets, buildings, skyline and landscape elements create a moderate sense of place.

Very Low Rating (Rating value = 1): Absence of skyline or traditional city or village center and introduction of unsightly elements. Examples are unscreened junkyards or sewage treatment plants.

Intactness Ratings:

Very High (Rating value = 7): Integrity of visual order in the viewshed is intact and free from encroaching features. Natural landscape is undisturbed with little or no evidence of human modifications. Or, human built elements, which do exist in the natural landscape, blend well and do not encroach upon its visual setting. Human built landscapes contain strong and well-established visual character. Contain no encroachments or eyesores.

Medium (Rating value = 4): Integrity of visual order in the viewshed is moderately impacted by human built elements. Natural landscape is moderately impacted by encroaching human built features. Predominantly human built landscapes are moderately impacted by encroaching human built features.

Very Low (Rating value = 1): Natural and or human built view is highly altered by encroaching human built features which result in a predominance of eyesores. Examples include suburban sprawl, junkyards, utility lines, or unmitigated resource extraction activities.

Unity Ratings:

Very High (Rating value = 7): Human built or modified elements, where present; blend harmoniously with the natural environment. Colors and materials used give a natural feel and texture to human built structures. In the urban setting, all of the human built elements blend harmoniously.

Medium (Rating value = 4): Human built or modified elements fit moderately well into the natural environment. Some of the colors and materials used give a natural feel and texture to human built structures. In an urban environment, human built elements blend moderately well. Natural landscape has a moderate degree of visual order and harmony.

Very Low (Rating value = 1): Human built or modified elements contrast markedly and have no visual relation to the natural environment. Visual order is cluttered or significantly

distracting for the viewer. Offers no clear, unifying theme. Natural landscapes are visually chaotic and jumbled.

Scenic Rating Thresholds

Values for Landform, Water, Vegetation, Ephemeral, Human, Unity, and Intactness were analyzed and averaged separately. For the purposes of this study, three thresholds were established based on average ratings for each value and for the landscape unit as a whole.

- Average ratings between 6 and 7 and Cumulative scores of greater than 30 are considered ***exceptionally scenic***
- Average ratings between 5 and 6 and Cumulative scores of 25 to 29 are considered ***highly scenic***
- Average ratings between 4 and 5 and cumulative scores between 20 and 24 are considered ***scenic***

For cumulative ratings, cut-off scores for "non scenic" or "scenic" thresholds were determined by comparing scores for two separate locations side by side – one considered "not scenic" and one "scenic." This method was repeated five times to determine the scenic threshold. Figure 1 shows the intersection of SR 27 as it turns east in Garfield. This warehouse-type development is not considered "scenic."

Figure 1 SR 97 and SR 215 Intersection, MP 293.17

In contrast, Figure 2 shows a "highly scenic" view just north of Oakesdale and approximately thirteen miles south of the photo above.

Figure 2 Intersection of SR 27 and SR 271 north of Oakesdale

Figure 3 shows the visual quality ratings for each location in stacked bar graphs.

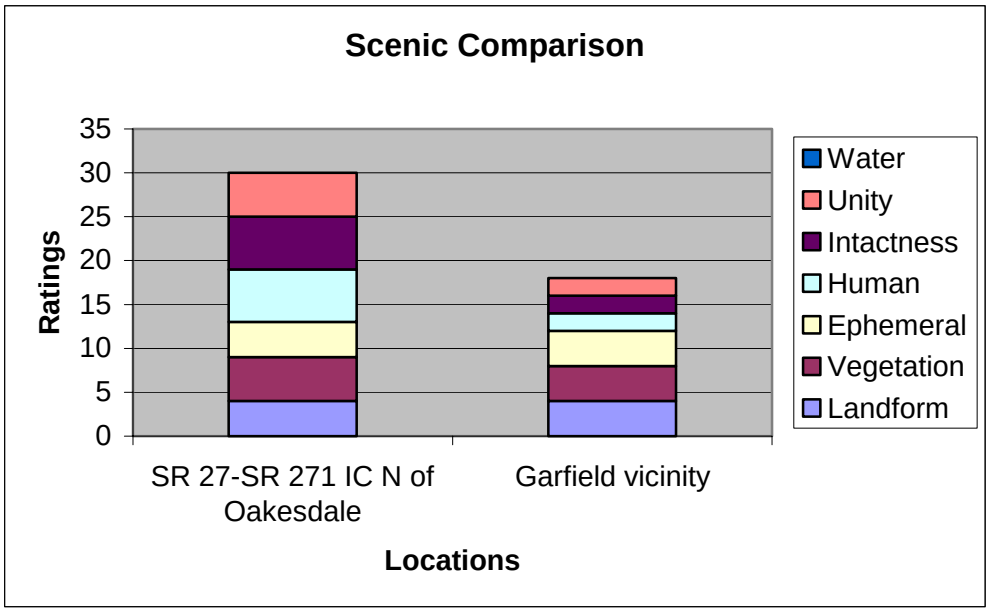

Figure 3 Cumulative ratings of SR 27-SR 271 Interchange and SR 27 turn in Garfield

Within the town of Pullman, the same comparison was made to determine thresholds by comparing two urban views. The Washington State University campus can be seen from downtown. This section of the city has flower baskets hanging from light posts, banners, and street trees, which make it a very attractive downtown.

Figure 4 Downtown Pullman and view toward WSU campus

Comparatively, a shopping center with large, a non-landscaped parking lot marks the southern entry into the city on SR 27. Its visual quality ratings are much lower. Figure 5 shows an intersection near the southern entry into town.

Figure 5 SR 27 in Pullman, MP 1.21

Figure 6 shows the stacked bar charts for the two views shown above.

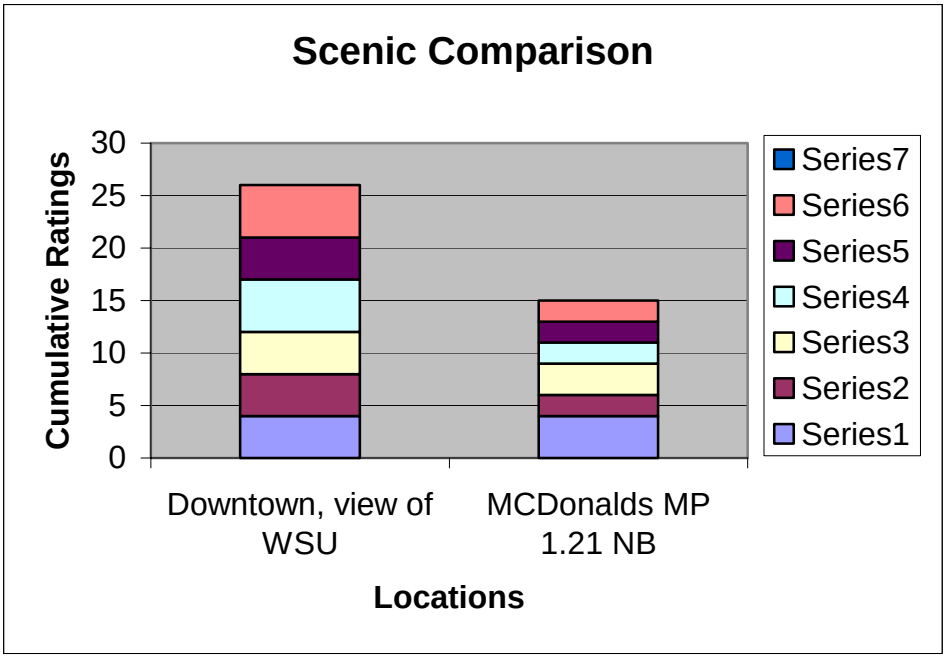

Figure 5 Cumulative ratings for two locations in Pullman

As seen in Figure 5, the location at MP 1.21 has a cumulative score of 15. The more scenic location downtown has a rating of 26. The threshold cumulative score for the boundary between "scenic" and "not scenic" for this study is 20.

Along the Palouse's highway grain silos can be seen adjacent to the road. An example can be seen in Figure 6.

Figure 6 Grain silos adjacent to the road

Where they are set back, they do not encroach on the view to the same degree. With the setback, these silos blend into the landscape and have a higher visual quality rating. An example can be seen in Figure 7.

Figure 7 Grain silos with setback and screening.

The chart in Figure 8 shows all ratings for SR 272 westbound, a State Scenic Byway. This is shown as a crosscheck for the threshold score determination. Most ratings are "scenic" or "highly scenic" with a few ratings that are either "not scenic" or "exceptionally scenic."

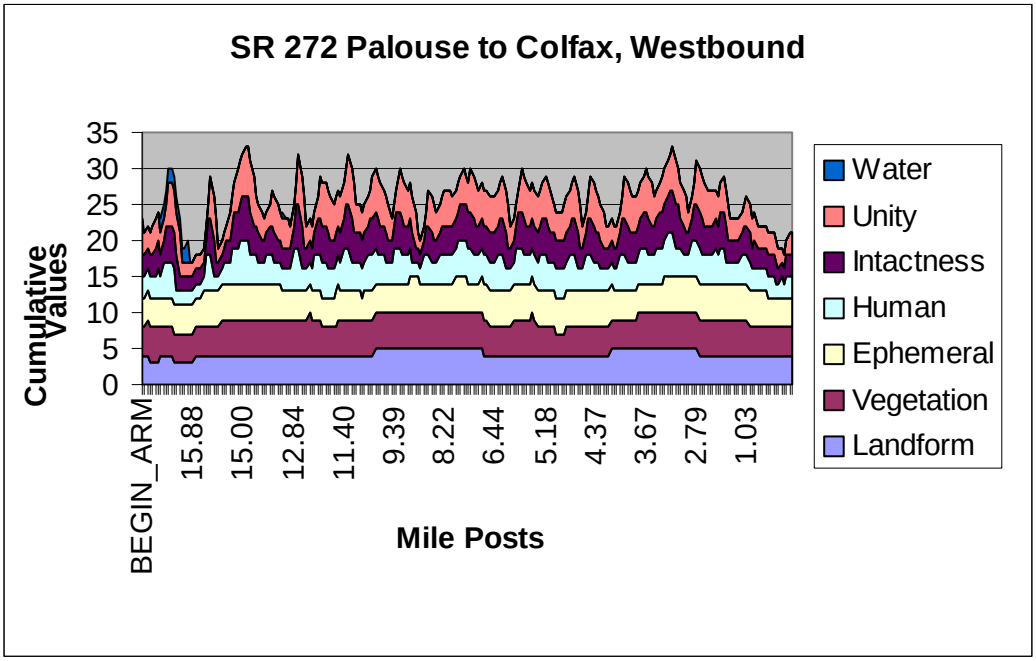

Figure 8 SR 272 Westbound, already a State Scenic Byway

SR 272 Westbound exceeds the threshold score of 20 on 88.9% of the recorded miles. Ten point two of the recorded miles are considered exceptionally scenic.

The computer program, Scenic 2.0, records each factor, such as landform or vegetation, in lengths; therefore, there are seven readings at any time being recorded for each mile. There is not a strict correlation of 1:7, however. To obtain percentages of scenic classifications, ratings for each factor on each recorded length were added to reach a sum. These sums were sorted from low to high.

Classifications were assigned based upon the threshold scores above. Subtotals were obtained for each scenic classification and the sum of all ratings was obtained. Subtotals were divided by the total and multiplied by 100 to obtain the percentages of recorded road lengths for the tables shown in each landscape unit.

3. EXISTING CONDITION

The Washington State Department of Transportation's *Roadside Classification Plan* classifies these corridors as a mix of "Open," "Rural," and "Semiurban" in the towns. Downtown Pullman is classified as "Urban." The "Open" classification is characterized by natural-appearing landforms and low-growing native vegetation or agricultural crops associated with adjacent farming. In the "Open" classification, sky and sweeping views prevail in a landscape of few or no trees, including prairie, steppe, desert, and agricultural fields. The "Rural" classification is characterized "by intermixed built and natural or naturalized elements, with built elements beginning to encroach on the natural environment; human manipulations of the land are evident. Vegetation is predominantly native. Non-native vegetation may reflect historical land use." A "Semiurban" classification "is characterized by intermixed built and natural or naturalized elements, with built elements prevailing. Vegetation is a combination of native and non-native species."[2] The "Urban" classification is a predominantly built environment.

[2] Washington State Department of Transportation. *Roadside Classification Plan.* M-25-31. 1996. Pp 11-12.

3.1. LANDSCAPE UNITS

The study area is divided into eleven roadway sections are shown below and in Figure 9. Because views are often different with direction of travel, each direction was analyzed separately.

Landscape Unit	Roadway Segment
Landscape Unit 1	SR 26 Eastbound from LaCrosse to Colfax SR 26 Westbound from Colfax to La Crosse
Landscape Unit 2	Wigen Road into La Crosse from SR 195
Landscape Unit 3	SR 27 Northbound from SR 195 to Palouse SR 27 Southbound from Palouse to downtown Pullman
Landscape Unit 4	SR 27 Northbound Palouse to Oakesdale SR 27 Southbound Oakesdale to Palouse
Landscape Unit 5	SR 27 Northbound SR 271 to Tekoa SR 27 Southbound Tekoa to SR 271 Intersection
Landscape Unit 6	SR 270 Westbound Pullman to SR 195
Landscape Unit 7	SR 271 Northbound from SR 27 to Rosalia SR 271 Southbound from SR 195 to SR 27
Landscape Unit 8	Business 195 from SR 195 to downtown Rosalia
Landscape Unit 9	SR 195 Northbound from Idaho border to Pullman SR 195 Southbound from Pullman to Idaho border
Landscape Unit 10	SR 195 Northbound from Pullman to Colfax SR 195 Southbound from Colfax to Pullman
Landscape Unit 11	SR 195 Northbound from Colfax to Rosalia SR 195 Southbound from Rosalia to Colfax

Figure 9 Landscape Units

SR194 and SR 272 were also analyzed to determine their current scenic quality, and to provide a baseline for the data collected for this report. The evaluation of these routes is found in Appendix C and Appendix D.

Figure 10 shows a map of the study area.

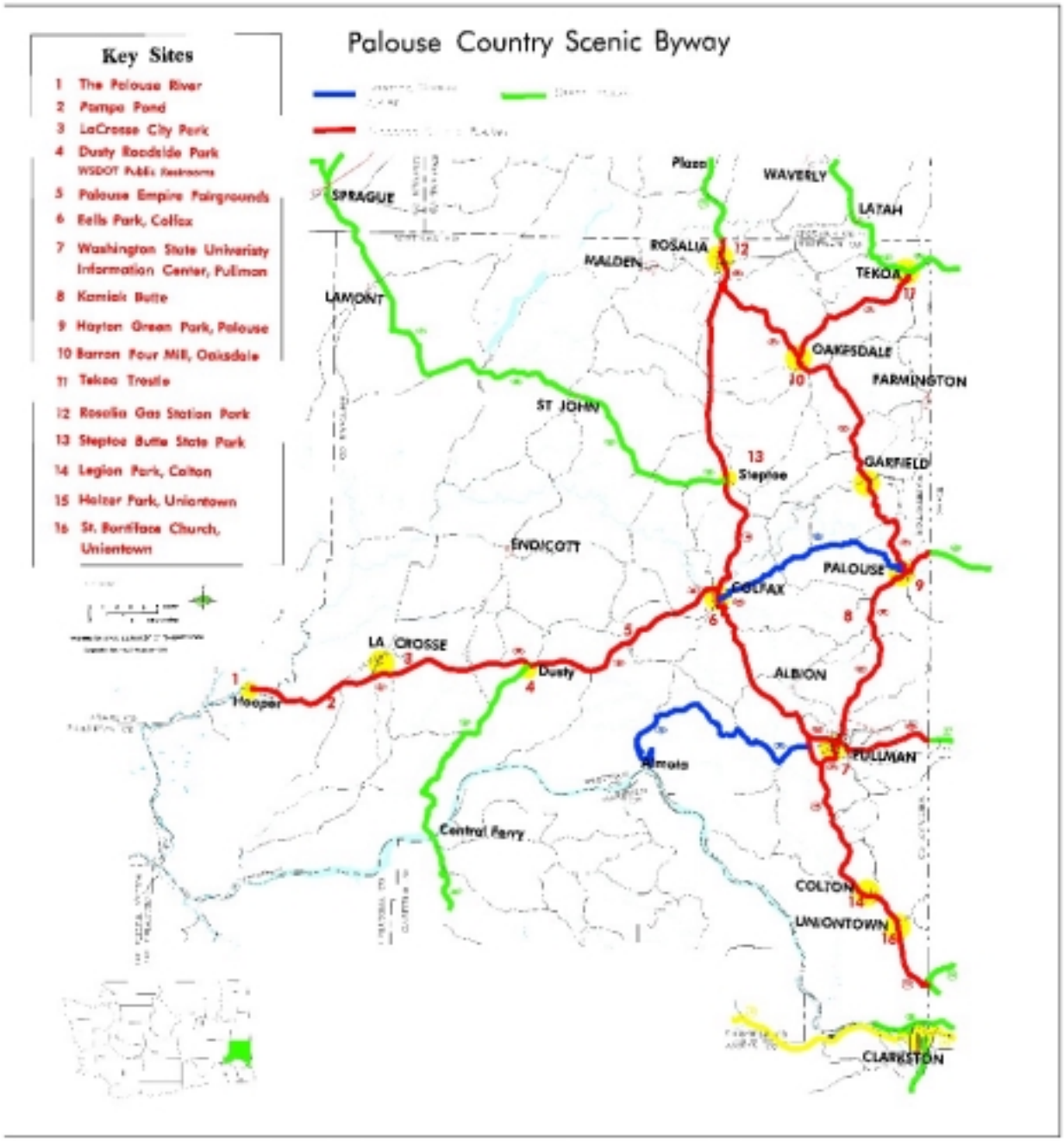

Figure 10 Highways within the study area are in red

3.1.1. Landscape Unit 1

3.1.1.1. Eastbound

Landscape Unit 1 runs from the Whitman County line at the Palouse River (MP 96.88) on SR 26 to the junction with SR 195 in Colfax. The towns of LaCrosse and Dusty lie adjacent to SR 26 within this landscape unit. Gently rolling hills characterize this landscape unit.

Figure 11 Topography in Landscape Unit 1

The hills can be seen in Figure 11. Figure 12 shows the percentage in each scenic classification for Landscape Unit 1 Eastbound. Over 99% of this corridor is rated "scenic" or greater.

Not Scenic	0.86%
Scenic	8.59%
Highly Scenic	71.32%
Exceptionally Scenic	19.22%

Figure 12 Percentage of each scenic classification in Landscape Unit 1 Eastbound

Landscape Unit 1 Eastbound has views of gently rolling hills that are "highly scenic" and often "exceptionally scenic." Vegetation in this area consists of both agricultural crops and trees that follow a watercourse or are adjacent to farms. The color of the fields changes with the seasons, and interesting patterns are formed when the crops are harvested. This ephemeral quality is incorporated in the ratings. Average and peak ratings are found in the tables in Appendix A for all landscape units.

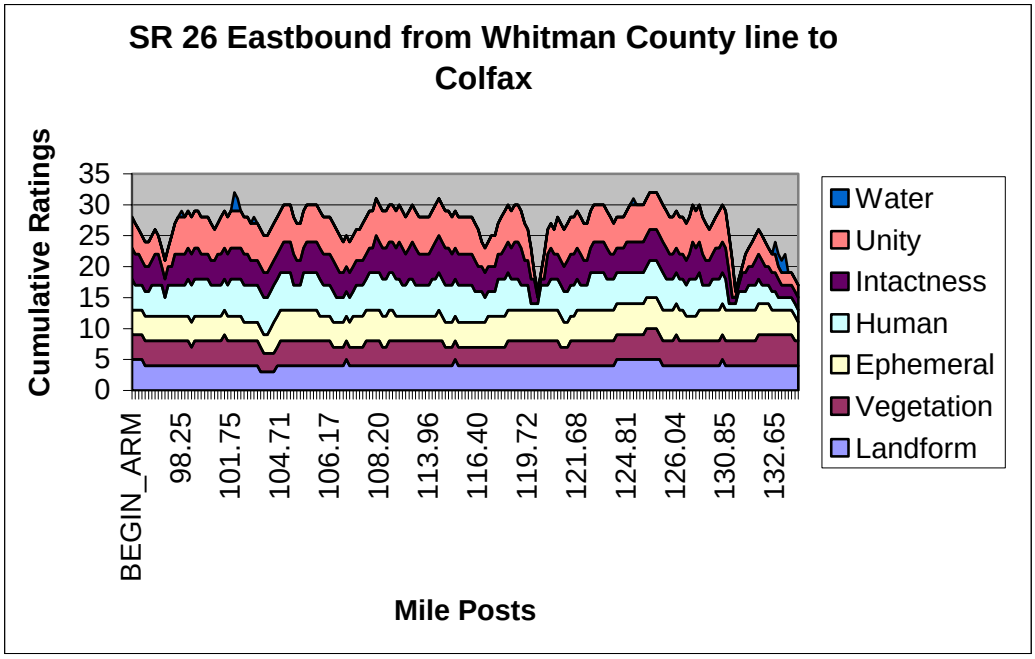

Figure 13 Cumulative values rated by milepost, Landscape Unit 1 Northbound

Most locations that are "exceptionally scenic" and "highly scenic." Ratings in Landscape Unit 1 are higher when traveling eastbound than when traveling westbound.

3.1.1.2. Westbound

Landscape Unit 1 Westbound begins in Colfax at the junction of SR 26 and SR 195 in an industrial area. When traveling westbound, views of machinery stockpiles and industrial buildings are more apparent than when seen from the eastbound lanes. The highway travels through the outskirts of town before reaching open fields. Figure 14 shows the transition zone between Colfax and open fields.

Figure 14 SR 26 Westbound - west of Colfax

The town of Dusty lies between La Crosse and Colfax. A rest stop is located at the east end of town. Figure 15 shows the percentage in each scenic classification for Landscape Unit 1 westbound.

Not Scenic	14.97%
Scenic	13.97%
Highly Scenic	59.57%
Exceptionally Scenic	11.49%

Figure 15 Percentage of each scenic classification in Landscape Unit 1 westbound

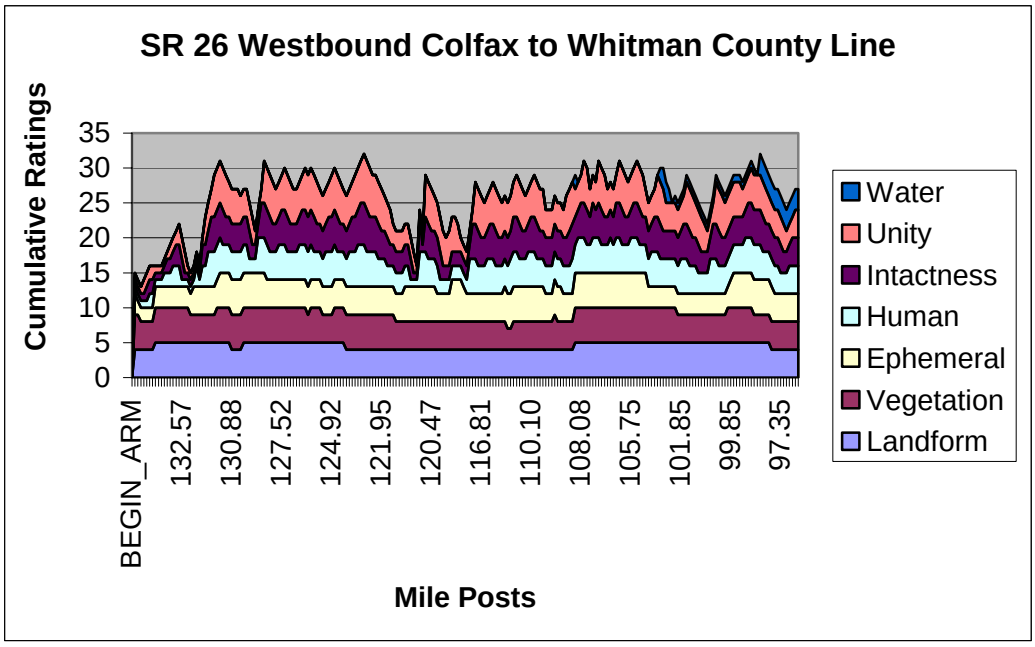

Figure 16 Cumulative Values for all values rated by milepost, Landscape Unit 1 westbound

The section of the route nearest Colfax has the lowest visual quality rating. In only two other short stretches does the rating dip below the "scenic" threshold. Just over 85% of this landscape unit has ratings of "scenic" or greater. Almost 60% is rated as "highly scenic."

3.1.2. Landscape Unit 2

3.1.2.1. Northbound

Landscape Unit 2 covers the eastern access road into La Crosse from SR 195. This is a curving, two-lane road through rolling agricultural fields. Figure 17 shows an example of the stone structures at the east end of La Crosse.

Figure 17 Stone buildings in La Crosse

Figure 18 shows the percentage of scenic classifications for the westbound views along Landscape Unit 2.

Not Scenic	5.80%
Scenic	13.95%
Highly Scenic	80.24%
Exceptionally Scenic	0%

Figure 18 Percentage of scenic classifications for Landscape Unit 2 Northbound.

The high scores for human impacts, intactness, and unity give the majority of this route a “highly scenic” rating. One hundred percent of this route is rated as “scenic” or greater.

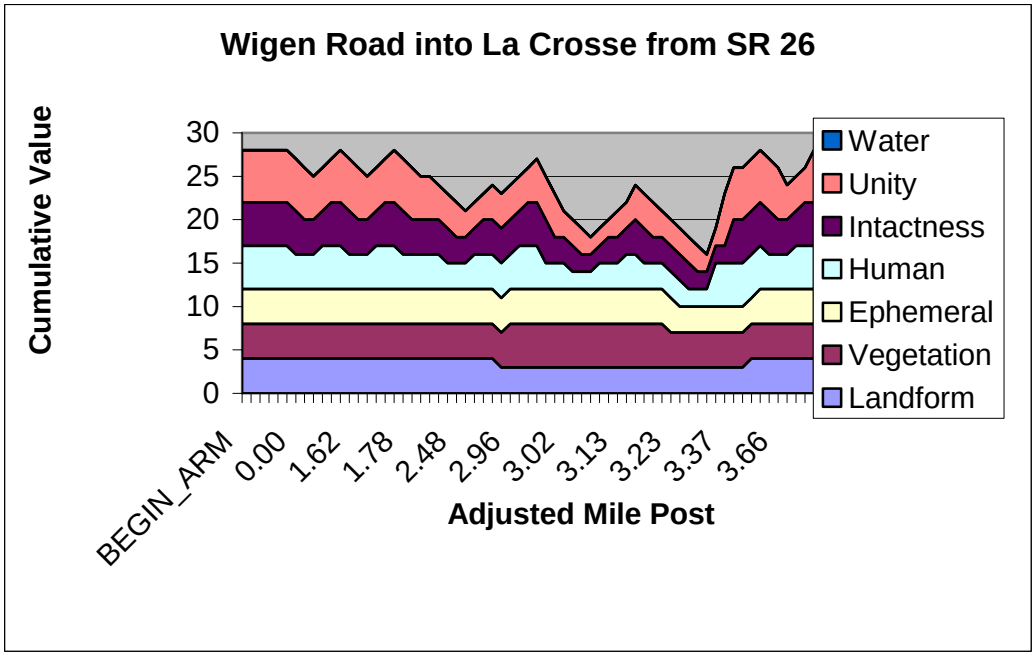

Figure 19 Cumulative values for views by milepost for Landscape Unit 2 Northbound

As seen in Figure 19, the visual quality dips in two locations below a minimum of "scenic" because of lowered human, unity, and intactness scores and the lack of water in the view.

3.1.3. Landscape Unit 3

3.1.3.1. Northbound

Landscape Unit 3 Northbound contains SR 27 from Pullman (ARM 3.14) to Palouse (ARM 17.37). SR 27 runs through rolling hills of wheat and legumes and skirts around the eastern flank of Kamiak Butte. Kamiak Butte State Park contains picnic areas and hiking trails.

Figure 20 SR 27 at MP 12

Figure 21 shows the percentage in each scenic classification in this landscape unit. The outskirts of Pullman, like most towns, contain industrial buildings and other associated uses. These generally lower the human, intactness, and unity scores. These are the areas whose scores rated "not scenic."

Not Scenic	23.74%
Scenic	13.30%
Highly Scenic	49.67%
Exceptionally Scenic	13.29%

Figure 21 Scenic Ratings for Landscape Unit 3 – Northbound

Palouse is in the final stages of completing a downtown infrastructure upgrade that includes lighting and street trees. Figure 22 shows downtown Palouse.

Figure 22 Downtown Palouse view east

Figure 23 shows the cumulative values for this landscape unit. The lower ratings near Pullman and the outskirts of Palouse can be seen in this chart. Nearly 76% of this landscape unit is classified as "scenic" or greater.

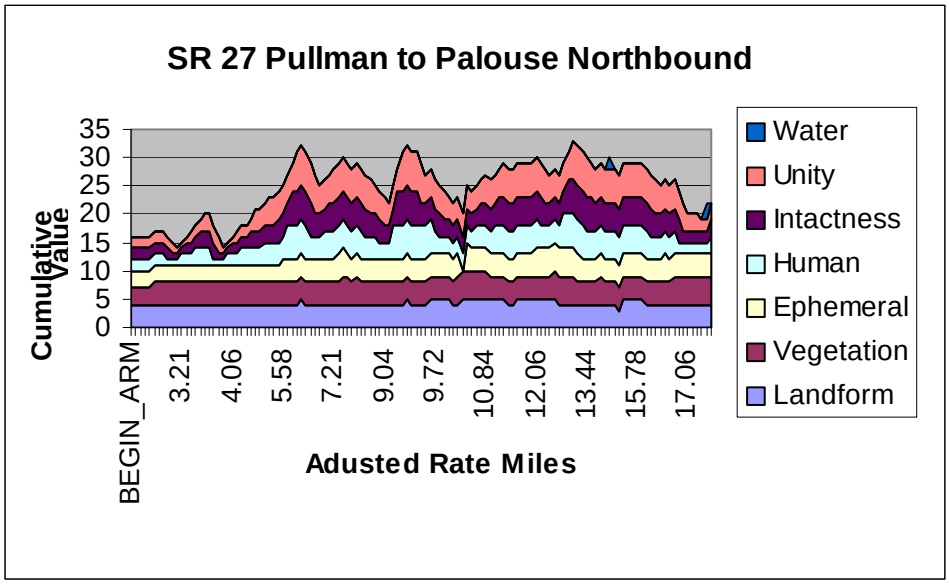

Figure 23 Cumulative Values for Landscape Unit 3 Northbound

There are only brief water views in this landscape unit as the road crosses a creek and the Palouse River in Palouse.

3.1.3.2. Southbound

The road southbound curves toward Kamiak Butte in a long downward slope. This allows a long dramatic view of the butte as seen in Figure 24.

Figure 24 Landscape Unit 3, view southbound toward Kamiak Butte at MP 12

The visual quality ratings are higher from this direction of travel. Water is more apparent near Pullman and views of Kamiak Butte are dramatic. Figure 23 shows the scenic classification percentages for this landscape unit.

Not Scenic	0.10%
Scenic	3.41%
Highly Scenic	59.45%
Exceptionally Scenic	37.03%

Figure 25 Scenic Ratings for Landscape Unit 3 – Southbound

Nearly 100% of this landscape unit is classified as "scenic" or greater. The industrial uses outside Pullman are not as apparent from this direction of travel. The cumulative ratings can be seen in Figure 26. The southbound views within this landscape unit had the second highest percentage of exceptionally scenic views in this study.

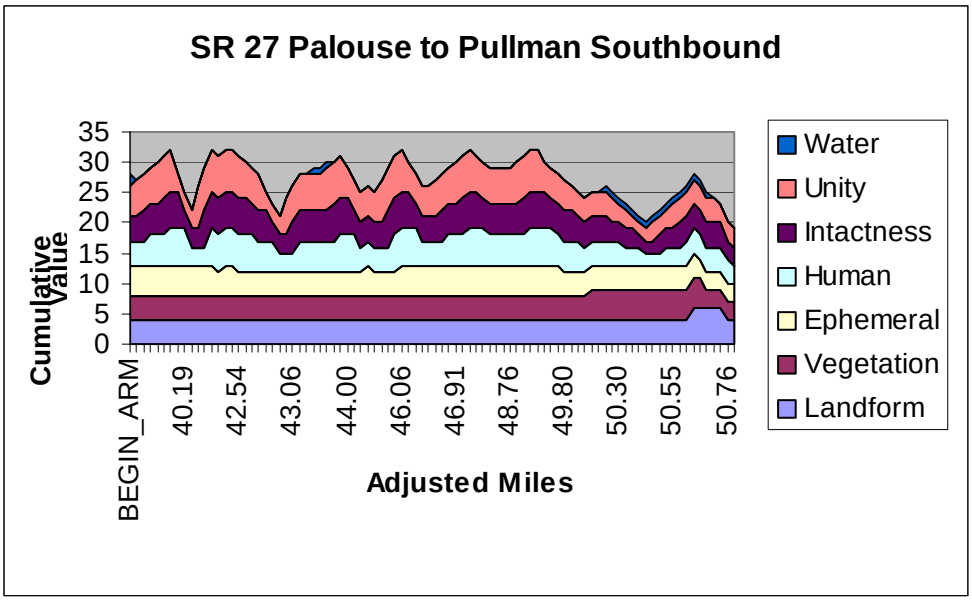

Figure 26 Cumulative ratings for Landscape Unit 3 Southbound

3.1.4. Landscape Unit 4

3.1.4.1. Northbound

Landscape Unit 4 Northbound runs from downtown Palouse to the junction of SR 27 and SR 271 just north of Oakesdale. SR 27 follows the Palouse River north of the town of Palouse. The views of the river raise the visual quality ratings here. Basalt rock formations also raise the landform ratings at this location. Figure27 is a view at MP 19.22.

Figure 27 Topography of Landscape Unit 4. View Northbound at MP 19.22

Oakesdale contains an historic flourmill and an historic mansion, the Hanford Castle, which sits on a hill above town and is currently under renovation. A photo of Hanford Castle is seen in Figure 28.

Figure 28 Hanford Castle in Oakesdale

Figure 29 shows the percentage of each scenic classification while traveling north in this landscape unit.

Not Scenic	0.66%
Scenic	21.19%
Highly Scenic	56.55%
Exceptionally Scenic	21.60%

Figure 29 Percentages of each scenic classification in Landscape Unit 4 Northbound.

In only brief locations does the rating dip below the threshold score of 20. These areas are locations where human actions lower the human, unity, and intactness ratings.

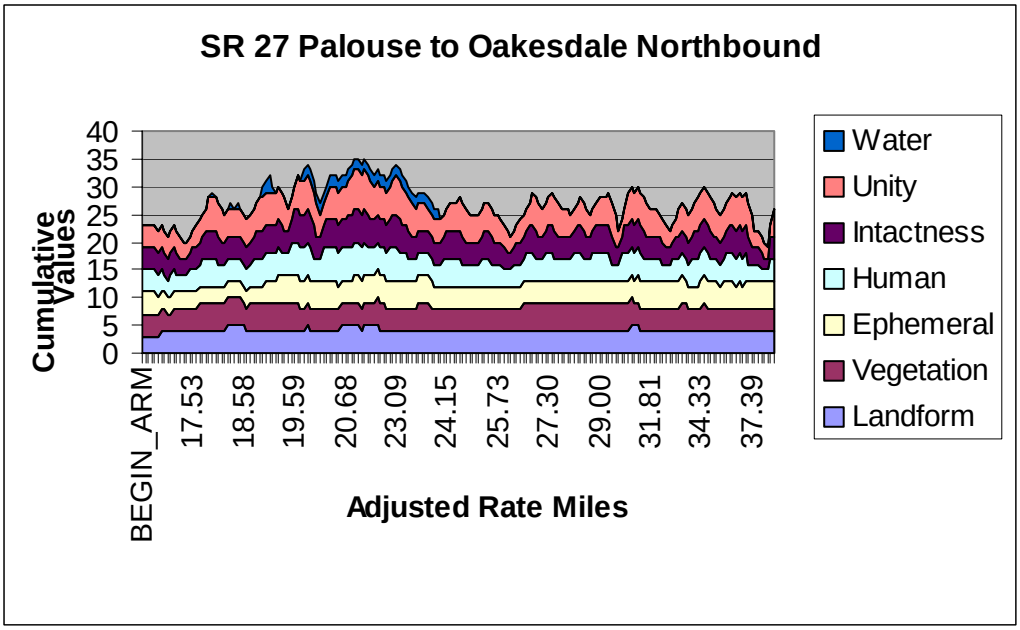

Figure 30 Cumulative values for factors in Landscape Unit 4 Northbound.

3.1.4.2. Southbound

Landscape Unit 4 Southbound runs from the intersection with SR 271 north of Oakesdale to downtown Palouse. Figure 31 shows the historic flourmill in Oakesdale.

Figure 31 Historic flourmill in Oakesdale

This landscape unit contains views that are "scenic" or better along 90.10% of its length as seen in Figure 32.

Not Scenic	9.90%
Scenic	16.27%
Highly Scenic	49.57%
Exceptionally Scenic	24.26%

Figure 32 Percentages in each scenic classification in Landscape Unit 4 Southbound.

Figure 33 shows the cumulative values for the factors in this landscape unit. As in the northbound view, where the ratings dip it is because of the human, unity, and intactness ratings.

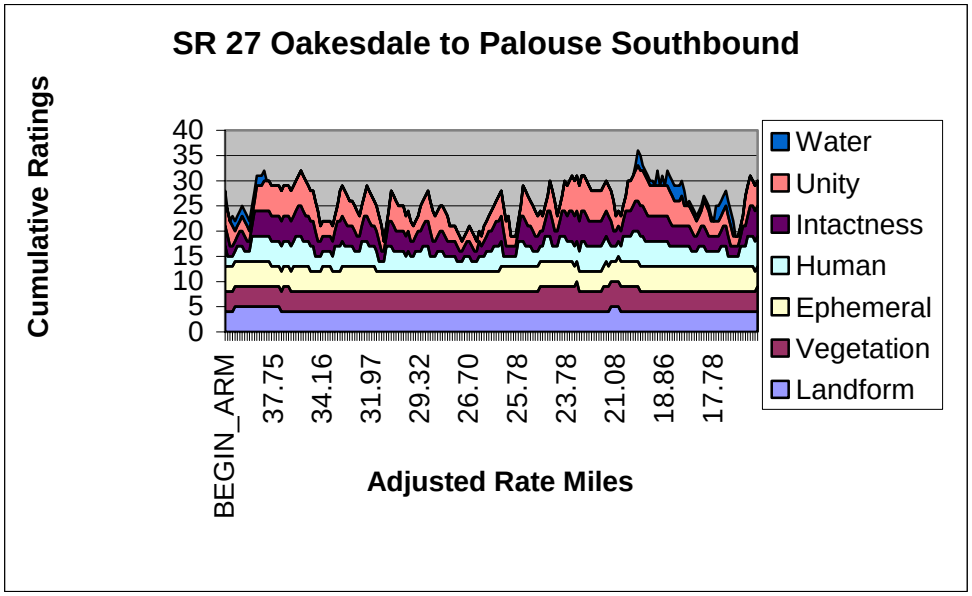

Figure 33 Cumulative values for Landscape Unit 4 Southbound.

Steptoe Butte can be seen in the distance from near Oakesdale. This raises the landform ratings in that location. The city of Garfield is approximately midway between Oakesdale and Palouse. This can be seen in the lower human, intactness, and unity ratings in that location.

3.1.5. Landscape Unit 5

Landscape Unit 5 lies on SR 27 and runs between the intersection of SR 271 and the city of Tekoa. This landscape unit has the highest percentages of exceptionally scenic views of the eleven landscape units analyzed for this study.

3.1.5.1. Northbound

Traveling north through rolling wheat fields, there are few encroachments on this route. One hundred percent of this route is "scenic" or greater. An example of the human impact can be viewed in Figure 34.

Figure 34 Old barns at ARM 48.51, just south of Tekoa

Views of Tekoa Mountain raise the landform ratings in this area. Tekoa Mountain can be seen in Figure 35.

Figure 35 Tekoa Mountain from ARM 48.61 view northbound

As seen in Figure 36, all views in this northbound section of SR 27 are "scenic" or higher, and 88.57% are "highly scenic" or "exceptionally scenic."

Not Scenic	0%
Scenic	11.44%
Highly Scenic	47.61%
Exceptionally Scenic	40.96%

Figure 36 Scenic values for Landscape Unit 5 Northbound

Visual quality ratings dip at the outskirts of Tekoa where there are industrial uses. This can be seen in Figure 37. There are no water views in this landscape unit.

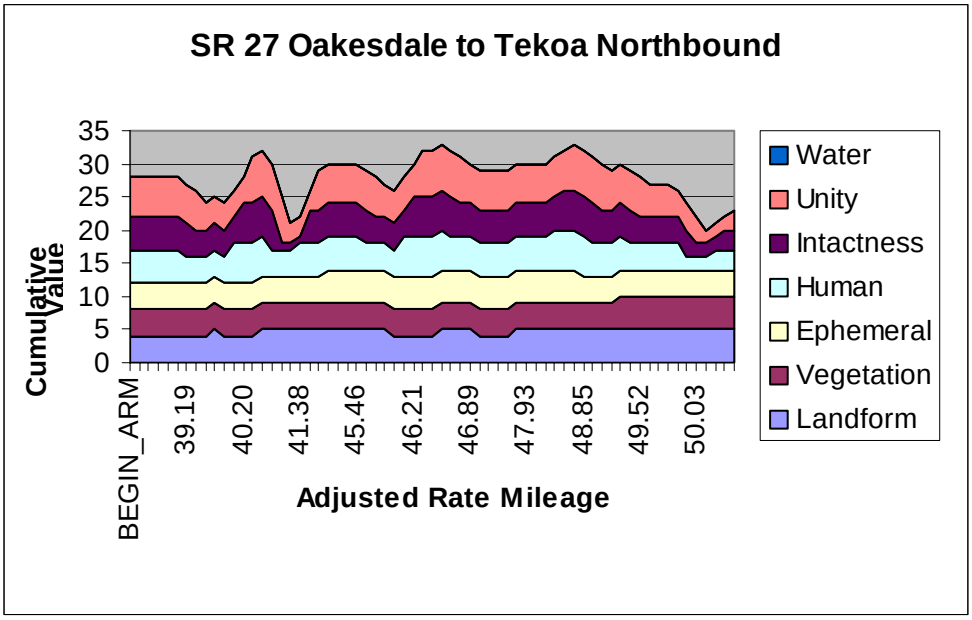

Figure 37 Cumulative values for Landscape Unit 5 Northbound

3.1.5.2. Southbound

SR 27 south of Tekoa runs through rolling hills of grain. An example of this can be seen in Figure 36.

Figure 38 Landform typical of Landscape Unit 5 southbound viewed from ARM 48.05

In this landscape unit, 88.27% of the views are classified as "scenic" or greater. Quantitative data for this southbound landscape unit is approximate only, because of technical difficulties with the software and database conversion. The "not scenic" ratings south of Tekoa are especially suspect. These data do show the higher ratings well and the overall trend of the visual quality along this southbound drive.

Not Scenic	11.75%
Scenic	9.46%
Highly Scenic	37.18%
Exceptionally Scenic	41.63%

Figure 39 Percentages of scenic classifications in Landscape Unit 5 Southbound

Beginning in Tekoa and ending at the junction with SR 271, Landscape Unit 5 Southbound has lower human, unity and intactness rating on the outskirts of Tekoa, but visual quality ratings are high for the remainder of the corridor.

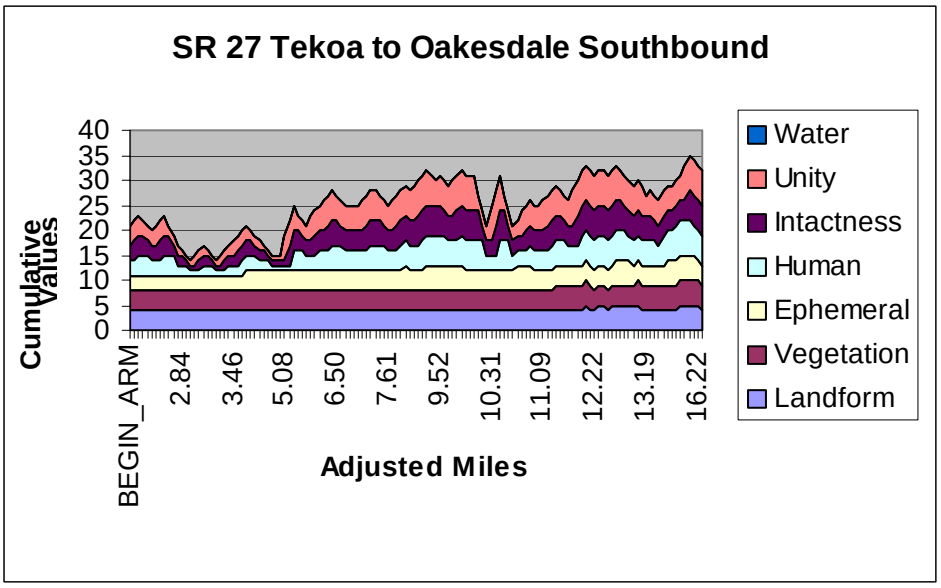

Figure 40 Cumulative values for Landscape Unit 5 Southbound

Visual quality in this landscape unit is very high in spite of the lack of water. This is because of the high ephemeral, human, intactness, and unity scores.

3.1.6. Landscape Unit 6

3.1.6.1. Northbound

Landscape Unit 6 runs from downtown Pullman to the intersection with SR 195. This section of roadway passes commercial development and has a clear view of a new housing development on the opposite hill. At the time of this study, there are no visible trees in the development, as seen from the traveler's perspective. This encroachment on the hill lowers the human, intactness, and unity ratings. Figure 41 shows the percentages in each scenic classification for this landscape unit.

Not Scenic	40.06%
Scenic	50.76%
Highly Scenic	9.18%
Exceptionally Scenic	0%

Figure 41 Percentages in scenic classifications in Landscape Unit 6 Northbound.

Just under 60% of this landscape unit is classified as "scenic" or higher.

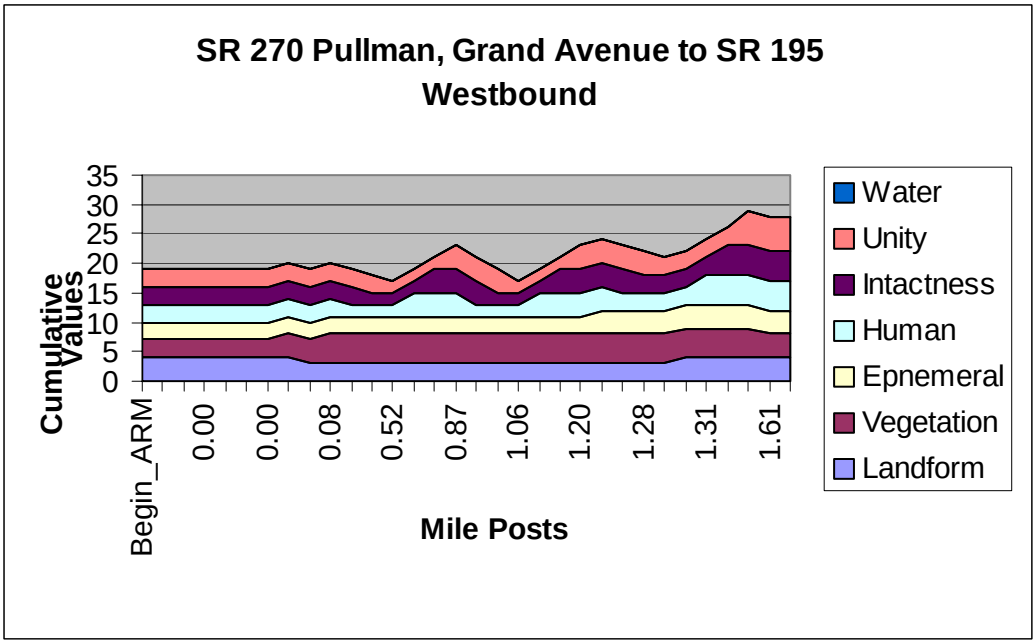

Figure 42 Cumulative values for Landscape Unit 6 Northbound

3.1.7. Landscape Unit 7

Landscape Unit 7 encompasses SR 271 between SR 195 (south of Rosalia) and SR 271 (north of Oakesdale).

3.1.7.1. Northbound

This northbound landscape unit runs from north of Oakesdale to south of Rosalia at the intersection with SR 195. Figure 43 shows the view from MP 2 northbound.

Figure 43 SR 271 northbound at MP 1.934

The silos in Figure 43 are set back from the road. This placement increases the visual quality from the perspective of the road. All views from the northbound lanes are "scenic" or greater. Most views are "highly scenic." This can be seen in Figure 44.

Not Scenic	0%
Scenic	3.38%
Highly Scenic	86.01%
Exceptionally Scenic	10.18%

Figure 44 Percentages in each scenic classification

The only dip in scenic quality is at the intersection of SR 271 and SR 195. There is a business located there with a large storage area for irrigation and spray equipment. In addition, the increased expanse of road further lowers the human, intactness, and unity ratings. The dip in ratings at this location can be seen in Figure 45.

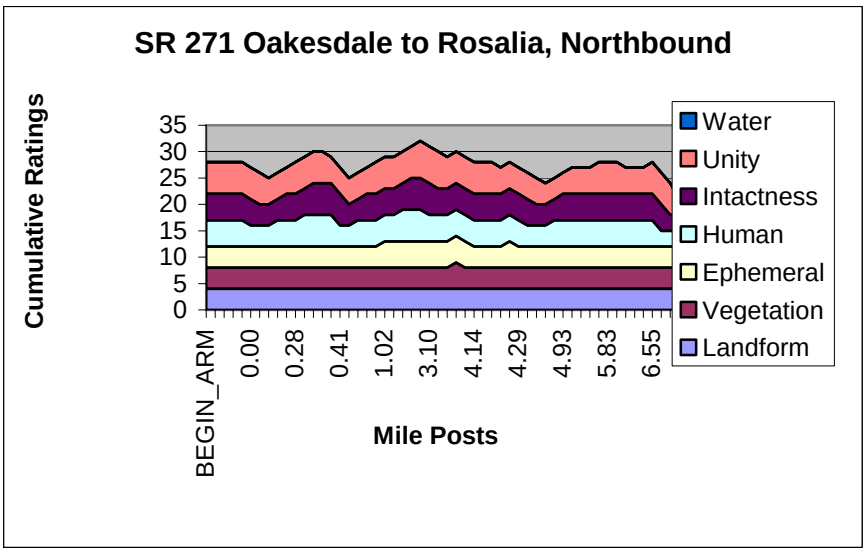

Figure 45 Cumulative ratings for SR 271 northbound from Oakesdale vicinity to Rosalia vicinity

3.1.7.2. Southbound

The southbound direction of travel is toward Oakesdale. One hundred percent of the views are "scenic" or greater. Figure 46 shows the view at MP 4.87 of a grain elevator and silos that are seen throughout the area.

Figure 46 View southbound on SR 271 at MP 4.87

Railroad lines run along this route and the bench can be seen to the right of the shrubs in the photo. Figure 47 shows the percentages in each scenic classification on this route from the southbound lanes of travel.

Not Scenic	0%
Scenic	16.68%
Highly Scenic	58.44%
Exceptionally Scenic	24.87%

Figure 47 Percentages in scenic classifications for Landscape Unit 7 Southbound.

There is only one quick water view as the road crosses a creek within this landscape unit southbound.

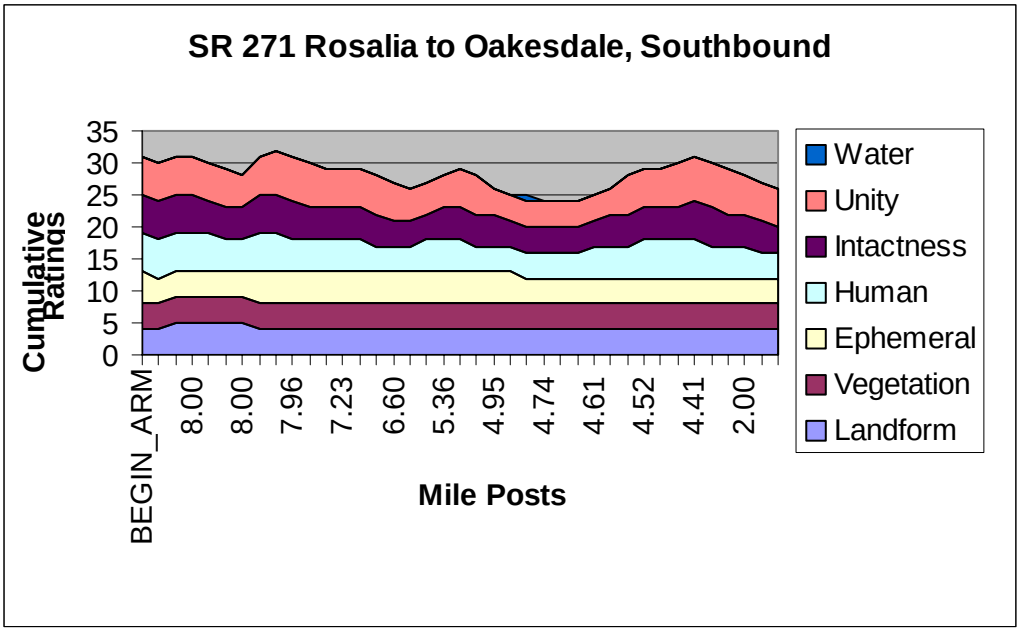

Figure 48 Cumulative ratings for SR 271 from Rosalia vicinity to Oakesdale vicinity

3.1.8. Landscape Unit 8

3.1.8.1. Northbound

Landscape Unit 8 covers Business 195 from SR 195 northward into Rosalia. This section of roadway passes arched bridges of the John Wayne Trail, seen in Figure 49.

Figure 49 John Wayne Trail Bridge from Business 195 northbound

Rosalia is a small town with a park and a clock downtown, and the Steptoe Battlefield monument is located southeast of downtown. The main street is seen in Figure 50.

Figure 50 Downtown Rosalia

All views in this landscape unit are "scenic" or greater. The breakdown is seen in Figure 51.

Not Scenic	0
Scenic	72.52%
Highly Scenic	20.14%
Exceptionally Scenic	7.34%

Figure 51 Percentages in scenic classifications in Landscape Unit 8

Figure 52 shows the chart of this northbound stretch of highway.

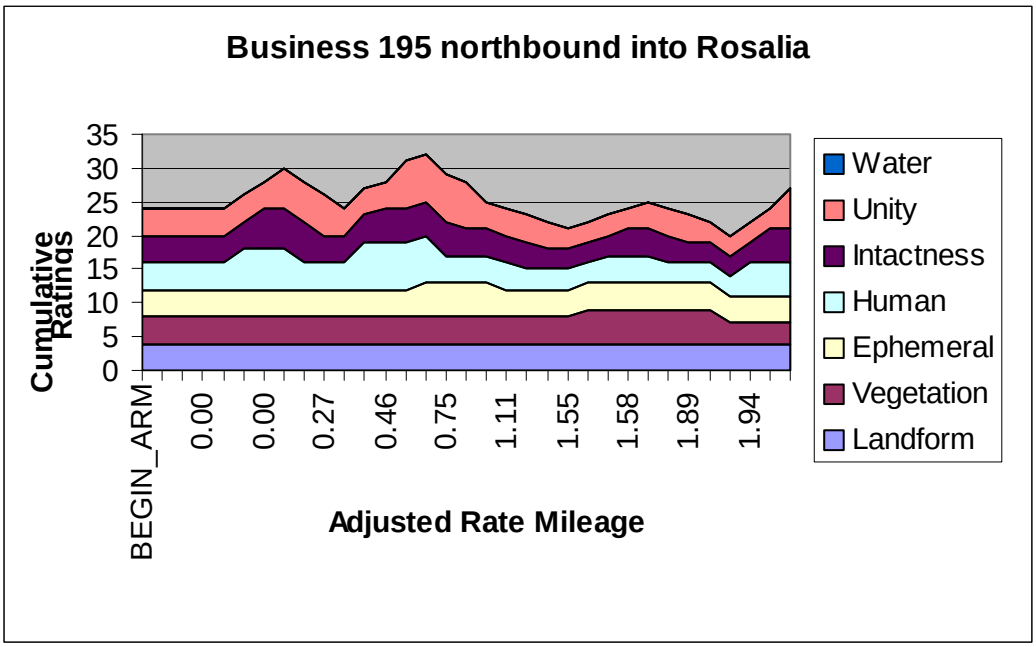

Figure 52 Cumulative Values for Landscape Unit 8

3.1.9. Landscape Unit 9

Landscape Unit 9 covers SR 195 between Pullman and the Idaho border.

3.1.9.1. Northbound

SR 195, in Washington, begins at the Idaho border and mileposts increase as the traveler moves northward. The intersection at the border has views of pavement and a cell tower. These human impacts lower the human, intactness, and unity ratings at the border.

The towns of Colton and Uniontown lie along this stretch of roadway. Figure 53 shows a farm just south of Uniontown.

Figure 53 Topography seen viewing northbound in Landscape unit 9.

SR 195 is the main street of Uniontown. Figure 54 shows a newly renovated building that houses the town hall, library, and fire station.

Figure 54 Uniontown library, town hall, and fire station

Nearly 97% of this northbound corridor has scenic classifications of "scenic" or greater. The breakdown is seen in Figure 55.

Not Scenic	2.93%
Scenic	13.54%
Highly Scenic	65.98%
Exceptionally Scenic	17.55%

Figure 55 Percentage in each scenic classification in Landscape Unit 9 Northbound.

Figure 56 shows the locations where visual quality rises and falls.

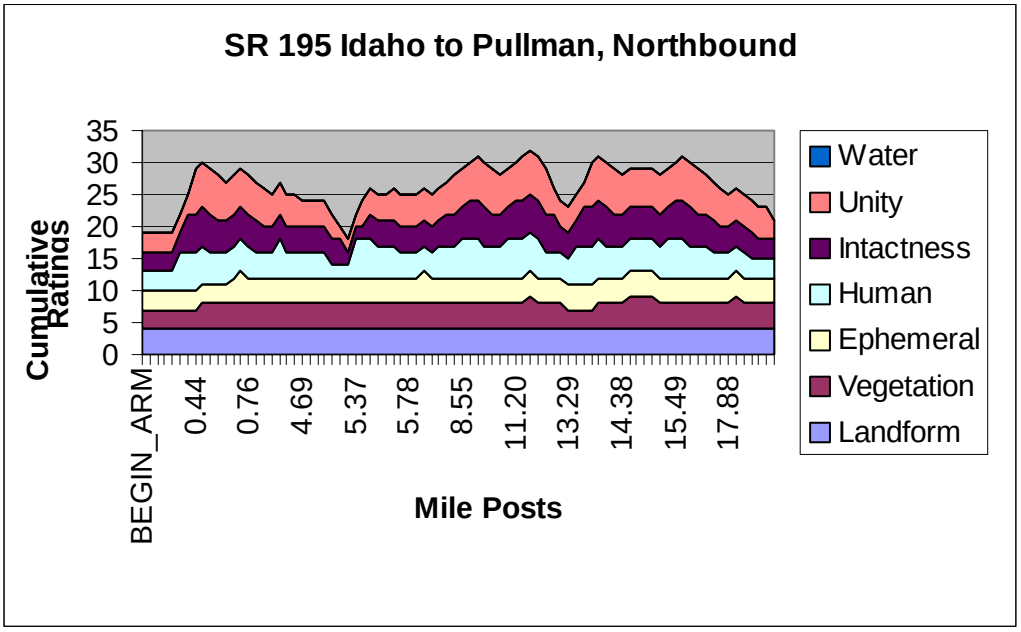

Figure 56 Cumulative values for Landscape Unit 9 Northbound

3.1.9.2. Southbound

As SR 195 leaves Pullman, it travels through rolling agricultural fields and through Colfax and Uniontown before reaching the Idaho border. Figure 57 shows a typical scene from the southbound lanes.

Figure 57 View from MP 18 view south

Cumulative scenic classifications for this landscape unit are all equal to or better than "scenic." This is a very scenic stretch of highway. The breakdown of scenic classification percentages is found in Figure 58.

Not Scenic	0%
Scenic	12.71%
Highly Scenic	59.13%
Exceptionally Scenic	28.16%

Figure 58 Percentage of scenic classifications in Landscape Unit 9 Southbound.

There are more exceptionally scenic views from this perspective than from the northbound view.

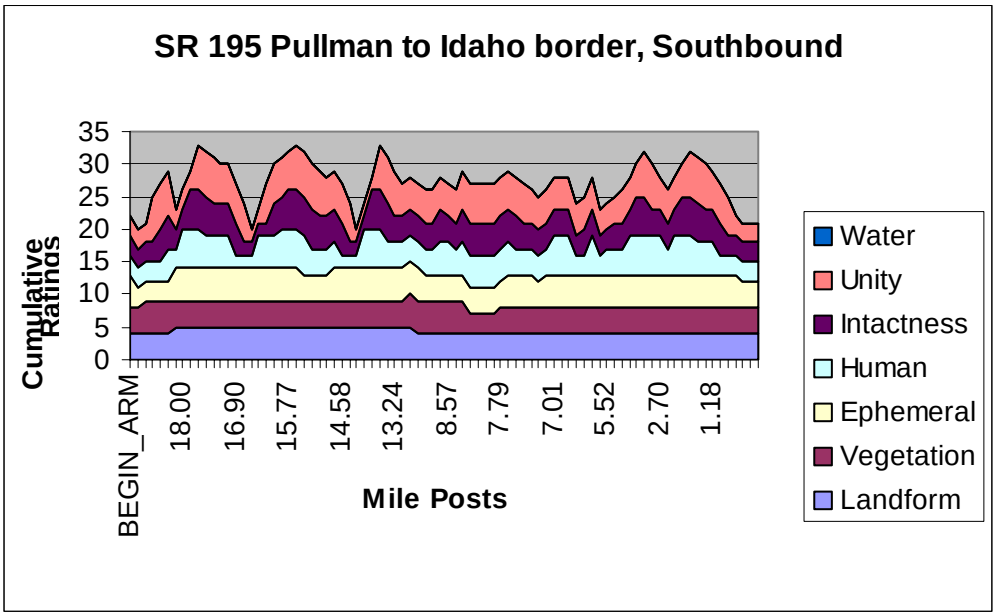

Figure 59 Cumulative Values for Landscape Unit 9 Southbound.

3.1.10. Landscape Unit 10

3.1.10.1. Northbound

Landscape Unit 10 covers views from the roadway between Pullman and Colfax. Just under 79% of this landscape unit is classified as "scenic" or greater. Figure 60 shows the southern entry into Colfax with a section of the concreted-lined river channel to the right behind a chain-link fence.

Figure 60 Southern entry into Colfax, within city limits

The breakdown of percentages in each scenic classification can be seen in Figure 61.

Not Scenic	21.15%
Scenic	19.82%
Highly Scenic	43.10%
Exceptionally Scenic	15.94%

Figure 61 Percentage of scenic classifications in Landscape Unit 10 Northbound

The concrete-lined channel within Colfax lowers the human, intactness, and unity ratings for downtown Colfax. Figure 62 shows the cumulative ratings for Landscape Unit 10 northbound.

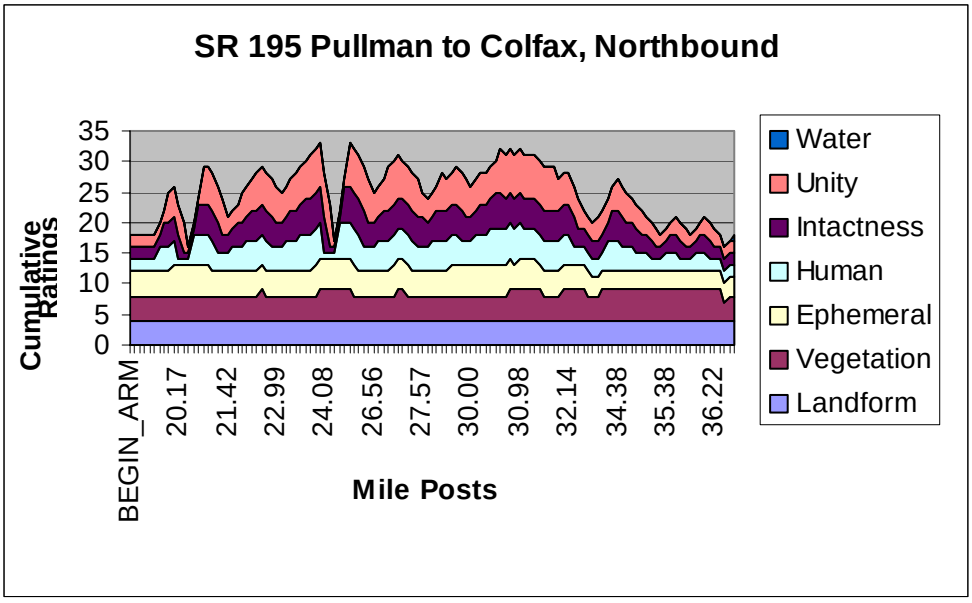

Figure 62 Cumulative Values for Landscape Unit 10 Northbound

3.1.10.2. Southbound

SR 195 travels through rolling hills between Colfax and Pullman. The view at MP 28.32 can be seen in Figure 63.

Figure 63 SR 195 Southbound at Mile Post 28.32

Over 95% of this landscape unit has a scenic classification of "scenic" or greater. The breakdown can be seen in Figure 64.

Not Scenic	4.26%
Scenic	10.24%
Highly Scenic	78.69%
Exceptionally Scenic	6.81%

Figure 64 Percentage of scenic classifications in Landscape Unit 10 Southbound

Figure 65 shows the graph of the scenic classifications in this landscape unit.

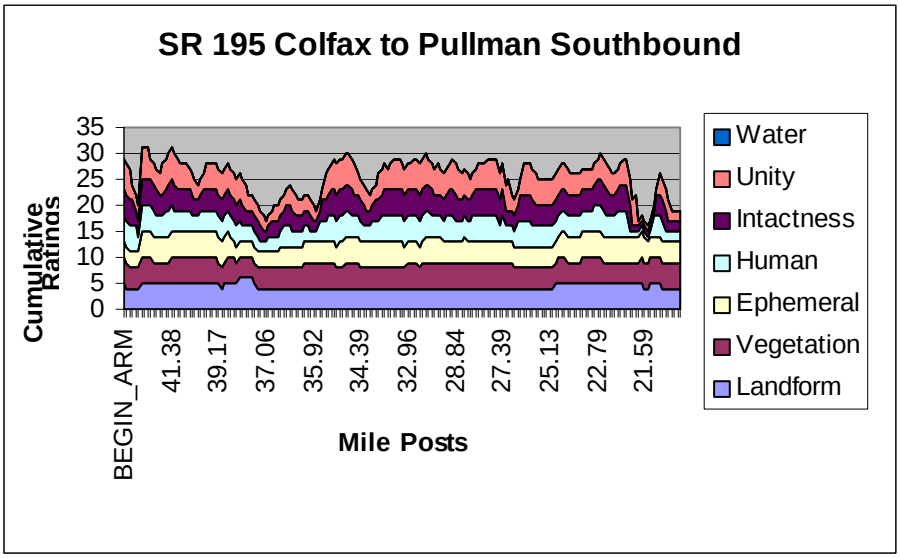

Figure 65 Cumulative Ratings for SR 195 from Colfax to Pullman southbound

3.1.11. Landscape Unit 11

This landscape unit covers the area between Colfax and Rosalia on SR 195.

3.1.11.1. Northbound

The highway travels through an open and rural landscape. Steptoe is the only town between Rosalia and Colfax. The highway has wide shoulders here, but the rolling fields dominate the view.

Figure 66 Typical topography in Landscape Unit 11 Northbound.

Nearly 100% of the views are "scenic" or greater and almost 76% are "highly scenic" or greater. Figure 67 shows the scenic classification distribution:

Not Scenic	.30%
Scenic	23.57%
Highly Scenic	41.51%
Exceptionally Scenic	34.62%

Figure 67 Percentage of scenic classifications in Landscape Unit 11 Northbound.

There are no water views within this landscape unit, yet because of the rolling hills and the agricultural land use, scenic values are high. The dip in the chart occurs at the town of Steptoe.

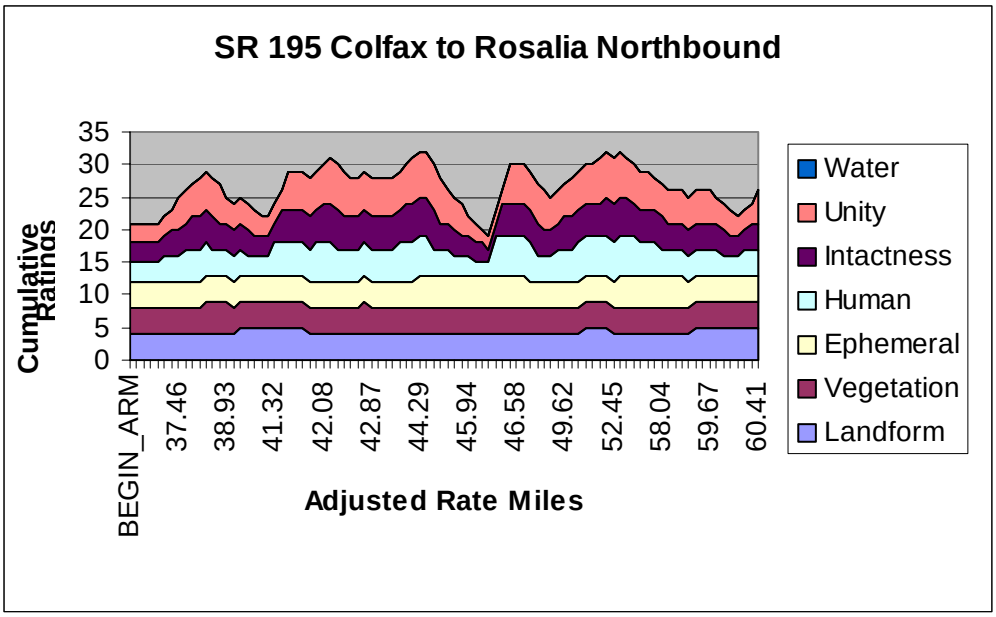

Figure 68 Cumulative values for Landscape Unit 11 Northbound.

3.1.11.2. Southbound

Views from SR 195 southbound are not as dramatic as views from the northbound lanes, though visual quality is still high.

Figure 69 Topography at MP 318.10 viewing southbound

The entry into Colfax from southbound SR 195 reveals very interesting rock formations above the road. This raises the landform rating in this location. These rocks can be seen in Figure 70.

Figure 70 Rock formations above southern entry into Colfax

All views in this landscape unit are "scenic" or higher. The breakdown of percentages is found in Figure 71.

Not Scenic	0%
Scenic	18.45%
Highly Scenic	77.19%
Exceptionally Scenic	4.35%

Figure 71 Percentages in scenic classifications in Landscape Unit 11 Southbound

Where ratings fall below the threshold score of 20, it is because of low human, unity, and intactness ratings. Landform, vegetation, and ephemeral ratings are consistently above average. There are water views intermittently in the distance at the northern end of the landscape unit.

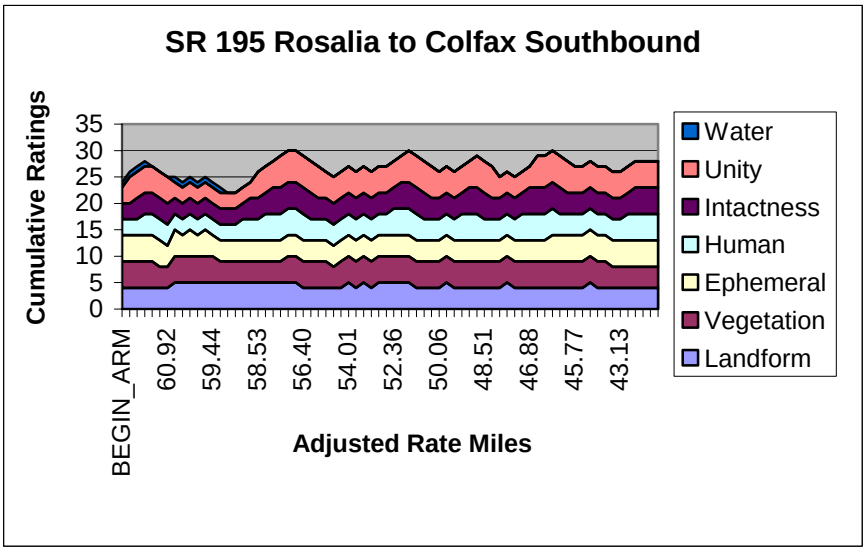

Figure 72 Cumulative values for Landscape Unit 11 Southbound

4. CONCLUSION

All landscape units had 'scenic" and "highly scenic" views. Only the access roads into Pullman (SR 270) and into LaCrosse had no "exceptionally scenic" views. Nearly 94 percent of this corridor is classified as "scenic" or better. Most landscape units had "exceptionally scenic" views. Almost 59% of the study area is "highly scenic" or greater. The agricultural land use of the region is its most scenic characteristic and this is easily viewed from SR 97. Because of this, the scenic quality of this region is highly dependent upon land use and parcel size remaining, as it is as present. Should land use or zoning change significantly, this analysis should be repeated.

Ephemeral views include combines harvesting grain, patterns in the fields left by harvesting, horses and cows grazing in fields, thunderheads, rolls of hay, and clear starry nights. Human elements such as old barns or rustic cabins occasionally provide highly scenic and picturesque views.

There are some human impacts that encroach on the views such as unscreened "junk" yards, irrigation settlement ponds, run-down buildings, and power and telephone poles and lines. These encroachments are generally of short duration within the landscape and in many cases could be mitigated through screening by vegetation or berms. Many towns along this route are in the process of planting street trees or hanging banners or flower baskets within the main business districts. These continuing improvements will help raise the human, unity, and intactness scores.

As is true of all towns, they develop from the center outward and place industrial land uses on the periphery. Yet this is the way visitors approach a city – through the area with the lowest visual quality. Cities can improve their gateways and improve their visual impacts by screening and improving landscaping around these land uses.

5. RECOMMENDATION

This corridor should be classified as a Washington State Scenic Byway.

6. REFERENCES

Federal Highway Administration, Office of Environmental Policy. 1988. ***Visual Impact Assessment for Highway Projects.*** FHWA-HI-88-054, US Department of Transportation.

Washington State Department of Transportation. 1996. ***Roadside Classification Plan.***

Washington State Department of Transportation. 1999. ***Roadside Manual.***

7. ACRONYMS AND ABBREVIATIONS

Acronym/Abbreviation	Explanation
Encroachment	Undesirable eyesores
FHWA	Federal Highway Administration
MP	mile post

8. APPENDICES

8.1. APPENDIX A: RATINGS AND EVALUATION SHEETS

Values for Landform, Water, Vegetation, Ephemeral, Human, Unity, and Intactness were analyzed and averaged separately. For the purposes of this study, three thresholds were established based on average ratings for each value and for the landscape unit as a whole.

- Average ratings between 6 and 7 are considered ***exceptionally scenic***
- Average ratings between 5 and 6 are considered ***highly scenic***
- Average ratings between 4 and 5 are considered ***scenic***

The presence or absence of water in visual impact assessments skews ratings therefore:

- Where waterbodies are present in significant portions of the landscape unit and ratings for views reached a 7, the landscape unit is determined to have ***exceptionally scenic*** ratings for water.
- Where ratings for water are between 4 and 6 at any point in the landscape unit, the landscape unit is determined to have ***highly scenic*** ratings for water.
- Where ratings for water are between 1 and 3 at any point in the landscape unit, the landscape unit is determined to have ***scenic*** ratings for water. This is due to the fact that water, however minor the areal extent, enhances the visual quality of a scene. For example, a small stream may not be seen for a long duration, but its presence is attractive, as evidenced by the real estate market.

The following figures show the average and peak ratings for each landscape unit in both northbound and southbound directions of travel.

Whitman County line to Colfax Eastbound				
	Exceptionally Scenic	**Highly Scenic**	**Scenic**	**Below Scenic Threshold**
Landform			Peak of 5 Avg. 4.08	
Vegetation			Peak of 5	3.89
Water			Peak of 3	
Ephemeral		Peak of 6	Avg. 4.48	
Human			Avg. 4.89	
Intactness			Avg. 4.39	
Unity		Peak 6 Avg. 5.28		

Colfax to Whitman County Line Westbound				
	Exceptionally Scenic	**Highly Scenic**	**Scenic**	**Below Scenic Threshold**
Landform			Peak of 5 Avg. 4.56	
Vegetation			Peak of 5 Avg. 4.50	
Water			Peak of 3 Avg. 0.36	
Ephemeral		Peak of 6	Avg. 4.17	
Human				Avg. 3.86
Intactness				Avg. 3.86
Unity		Peak of 6	Avg. 4.45	

Wigen Rd into LaCrosse				
	Exceptionally Scenic	**Highly Scenic**	**Scenic**	**Below Scenic Threshold**
Landform			Peak of 4	Avg. 3.57
Vegetation			Peak of 5 Avg. 4.28	
Water				0
Ephemeral			Peak of 4	Avg. 3.86
Human			Peak of 5	Avg. 3.97
Intactness			Peak of 5	Avg. 3.92
Unity		Peak of 6	Avg. 4.49	

SR 27 Pullman to Palouse Northbound				
	Exceptionally Scenic	**Highly Scenic**	**Scenic**	**Below Scenic Threshold**
Landform			Peak of 5 Avg. 4.24	
Vegetation			Peak of 5 Avg. 4.16	
Water			Peak of 3	Avg. 0.04
Ephemeral			Peak of 5	Avg. 3.85
Human		Peak of 6		Avg. 3.92
Intactness		Peak of 6		Avg. 3.84
Unity		Peak of 6	Avg. 4.61	

SR 27 Palouse to Pullman Southbound				
	Exceptionally Scenic	**Highly Scenic**	**Scenic**	**Below Scenic Threshold**
Landform		Peak of 6	Avg. 4.11	
Vegetation			Peak of 5 Avg. 4.13	
Water			Peak of 2	Avg. 0.23
Ephemeral		Peak of 5	Avg. 4.38	
Human		Peak of 6	Avg. 4.60	
Intactness		Peak of 6	Avg. 4.58	
Unity	Peak of 7	Avg. 5.20		

SR 27 Palouse to Oakesdale Northbound				
	Exceptionally Scenic	**Highly Scenic**	**Scenic**	**Below Scenic Threshold**
Landform		Peak of 5	Avg. 4.08	
Vegetation		Peak of 5	Avg. 4.37	
Water			Peak of 3	Avg. 0.49
Ephemeral		Peak of 5	Avg. 4.23	
Human		Peak of 6	Avg. 4.46	
Intactness		Peak of 6	Avg. 4.44	
Unity	Peak of 7	Avg. 5.02		

SR 27 Oakesdale to Palouse Southbound				
	Exceptionally Scenic	**Highly Scenic**	**Scenic**	**Below Scenic Threshold**
Landform		Peak of 5	Avg. 4.11	
Vegetation		Peak of 6	Avg. 4.16	
Water			Peak of 3	Avg. 0.48
Ephemeral			Peak of 5 Avg. 4.60	
Human		Peak of 6		Avg. 3.98
Intactness		Peak of 6	Avg. 4.03	
Unity	Peak of 7		Avg. 4.63	

SR 27 Oakesdale to Tekoa Northbound				
	Exceptionally Scenic	**Highly Scenic**	**Scenic**	**Below Scenic Threshold**
Landform		Peak of 5	Avg. 4.66	
Vegetation		Peak of 5	Avg. 4.20	
Water				Avg. 0.00
Ephemeral		Peak of 5	Avg. 4.42	
Human		Peak of 6	Avg. 4.69	
Intactness		Peak of 6	Avg. 4.58	
Unity	Peak of 7	Avg. 5.48		

SR 27 Tekoa to Oakesdale Southbound				
	Exceptionally Scenic	**Highly Scenic**	**Scenic**	**Below Scenic Threshold**
Landform		Peak of 5	Avg. 4.11	
Vegetation		Peak of 5	Avg. 4.19	
Water				Avg. 0.00
Ephemeral		Peak of 5		Avg. 3.99
Human	Peak of 7		Avg. 4.19	
Intactness		Peak of 6	Avg. 4.08	
Unity	Peak of 7		Avg. 4.72	

SR 270 Pullman to SR 195 Westbound				
	Exceptionally Scenic	**Highly Scenic**	**Scenic**	**Below Scenic Threshold**
Landform			Peak of 4	Avg. 3.44
Vegetation			Peak of 5 Avg. 4.44	
Water				Avg. 0.00
Ephemeral			Peak of 4	Avg. 3.31
Human			Peak of 5	Avg. 3.34
Intactness			Peak of 5	Avg. 3.28
Unity		Peak of 6		Avg. 3.31

SR 271 Oakesdale to Rosalia Northbound				
	Exceptionally Scenic	**Highly Scenic**	**Scenic**	**Below Scenic Threshold**
Landform			Peak of 4 Avg. 4.00	
Vegetation			Peak of 5 Avg. 4.02	
Water				Avg. 0.00
Ephemeral		Peak of 5	Avg. 4.20	
Human		Peak of 6	Avg. 4.87	
Intactness		Peak of 6	Avg. 4.91	
Unity	Peak of 7	Avg. 5.54		

SR 271 Rosalia to Oakesdale Southbound				
	Exceptionally Scenic	**Highly Scenic**	**Scenic**	**Below Scenic Threshold**
Landform		Peak of 5	Avg. 4.13	
Vegetation			Peak of 4 Avg. 4.00	
Water			Peak of 1	Avg. 0.03
Ephemeral		Peak of 5	Avg. 4.44	
Human		Peak of 6	Avg. 4.97	
Intactness		Peak of 6	Avg. 4.97	
Unity	Peak of 7	Avg. 5.67		

Business 195 into Rosalia Northbound				
	Exceptionally Scenic	**Highly Scenic**	**Scenic**	**Below Scenic Threshold**
Landform			Peak of 4 Avg. 4.00	
Vegetation		Peak of 5	Avg. 4.09	
Water				Avg. 0.00
Ephemeral		Peak of 5	Avg. 4.12	
Human	Peak of 7		Avg. 4.39	
Intactness		Peak of 5	Avg. 4.12	
Unity	Peak of 7		Avg. 4.36	

SR 195 Idaho to Pullman Northbound				
	Exceptionally Scenic	**Highly Scenic**	**Scenic**	**Below Scenic Threshold**
Landform			Peak of 4 Avg. 4.00	
Vegetation		Peak of 5		Avg. 3.93
Water				Avg. 0.00
Ephemeral		Peak of 5		Avg. 3.88
Human		Peak of 6	Avg. 4.68	
Intactness		Peak of 6	Avg. 4.57	
Unity	Peak of 7	Avg. 5.24		

SR 195 Pullman to Idaho Southbound				
	Exceptionally Scenic	**Highly Scenic**	**Scenic**	**Below Scenic Threshold**
Landform		Peak of 5	Avg. 4.38	
Vegetation		Peak of 5	Avg. 4.10	
Water				Avg. 0.00
Ephemeral		Peak of 5	Avg. 4.65	
Human		Peak of 6	Avg. 4.44	
Intactness		Peak of 6	Avg. 4.31	
Unity	Peak of 7	Avg. 5.26		

SR 195 Pullman to Colfax Northbound				
	Exceptionally Scenic	**Highly Scenic**	**Scenic**	**Below Scenic Threshold**
Landform			Peak of 4 Avg. 4.00	
Vegetation		Peak of 5	Avg. 4.37	
Water			Peak of 1	Avg. 0.01
Ephemeral		Peak of 5	Avg. 4.06	
Human		Peak of 6	Avg. 4.03	
Intactness		Peak of 6	Avg. 4.00	
Unity	Peak of 7		Avg. 4.62	

SR 195 Colfax to Pullman Southbound				
	Exceptionally Scenic	**Highly Scenic**	**Scenic**	**Below Scenic Threshold**
Landform		Peak of 6	Avg. 4.41	
Vegetation		Peak of 5	Avg. 4.53	
Water				Avg. 0.00
Ephemeral		Peak of 5	Avg. 4.35	
Human		Peak of 5		Avg. 3.93
Intactness		Peak of 5		Avg. 3.94
Unity		Peak of 6	Avg. 4.41	

SR 195 Colfax to Rosalia Northbound				
	Exceptionally Scenic	**Highly Scenic**	**Scenic**	**Below Scenic Threshold**
Landform		Peak of 5	Avg. 4.26	
Vegetation		Peak of 5	Avg. 4.05	
Water				Avg. 0.00
Ephemeral		Peak of 5	Avg. 4.28	
Human		Peak of 6	Avg. 4.54	
Intactness		Peak of 6	Avg. 4.42	
Unity	Peak of 7	Avg. 5.05		

SR 195 Rosalia to Colfax Southbound				
	Exceptionally Scenic	**Highly Scenic**	**Scenic**	**Below Scenic Threshold**
Landform		Peak of 5	Avg. 4.38	
Vegetation		Peak of 5	Avg. 4.74	
Water				Avg. 0.15
Ephemeral		Peak of 5	Avg. 4.33	
Human		Peak of 5	Avg. 4.15	
Intactness		Peak of 5	Avg. 4.14	
Unity		Peak of 6	Avg. 4.85	

8.2. APPENDIX B: ADDITIONAL VIEWS WITHIN LANDSCAPE UNITS

This study considered all likely viewpoints from the project corridor. The following views were not selected as key views but they provide additional information as to the character within each landscape unit.

8.2.1. Landscape Unit 2 La Crosse

Figure 73 Park in La Crosse

8.2.2. Landscape Unit 3 between Pullman and Palouse

Figure 74 Kamiak Butte with farm in middle ground seen from ARM 14.691

Figure 75 Kamiak Butte State Park, picnic area

8.2.3. Landscape Unit 4 between Palouse and Oakesdale

Figure 76 Ladow Grange in Garfield

8.2.4. Landscape Unit 8

Figure 77 Old garage in downtown Rosalia – future visitor's center

Figure 78 Site of Steptoe Battlefield as seen from monument site in Rosalia

8.2.5. Steptoe Butte

Figure 79 Steptoe Butte from approach road

Figure 80 View northeast from top of Steptoe Butte

Harvesting causes dust that results in temporary haze.

8.2.6. Landscape Unit 9 between Pullman and the Idaho border

Figure 81 Combines harvesting near Pullman

Figure 82 Wagon wheel fence surrounding farm north of Uniontown

Figure 83 St. Boniface Catholic Church in Uniontown

Figure 84 Remnants of old highway can still be seen from SR 195 south of Uniontown

8.3. APPENDIX C: SR 194 BETWEEN SR 195 AND ALMOTA

This section of highway has been in the Washington State Scenic Byway system since 1967. The team made the decision to evaluate this corridor using the quantitative visual analysis. This serves two purposes: 1) to provide a baseline for other landscape units in the area, and 2) to determine if this corridor meets the visual quality standards set out in this study.

8.3.1.1. Westbound

The road travels through a rural and open landscape. As the road nears the Snake River, the topography becomes more dramatic – the hills loom larger. Once the canyon of the Snake comes into view, the landform ratings rise to 6.

Figure 85 View southbound on SR 194 from MP 4.374.

Nearly all this landscape unit westbound has views that are "scenic" or greater. Water views are exceptionally scenic near the river.

Not Scenic	0.73%
Scenic	20.87%
Highly Scenic	54.81%
Exceptionally Scenic	23.58%

Figure 86 Percentage of scenic classifications for Landscape Unit 12 Northbound.

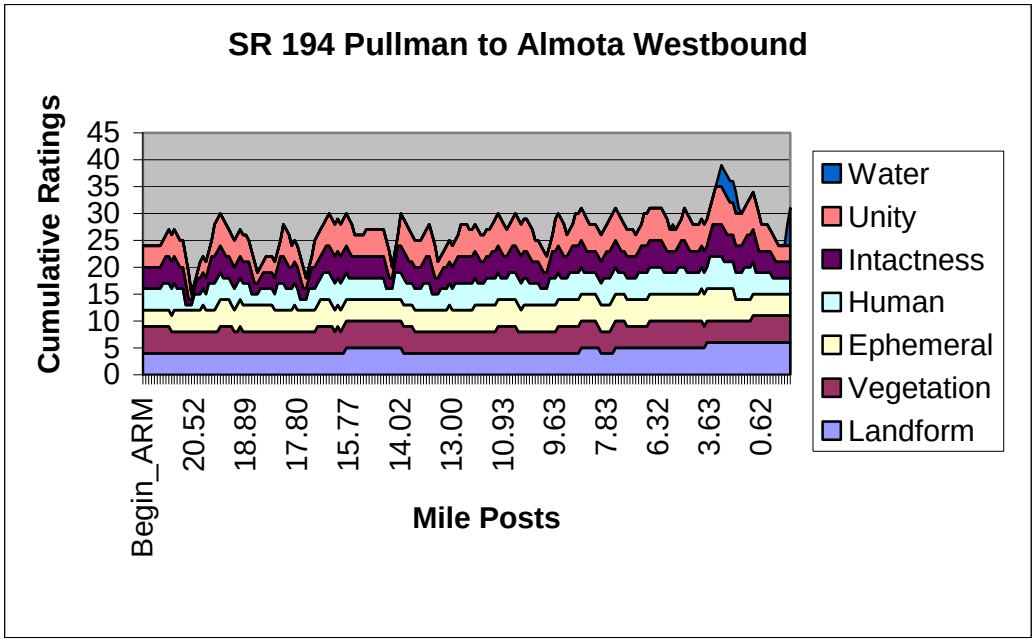

Figure 87 Cumulative values for SR 194 from Pullman to Almota.

SR 194 Pullman to Almota Westbound				
	Exceptionally Scenic	**Highly Scenic**	**Scenic**	**Below Scenic Threshold**
Landform		Peak of 6	Avg. 4.52	
Vegetation		Peak of 5	Avg. 4.47	
Water				Avg. 0.17
Ephemeral		Peak of 6	Avg. 4.51	
Human		Peak of 6	Avg. 4.22	
Intactness		Peak of 6	Avg. 4.22	
Unity	Peak of 7		Avg. 4.83	

8.3.1.2. Eastbound

The road begins near the Snake River and travels generally east, around curves, to the intersection with SR 195.

Views from this direction of travel are higher than from the eastbound lanes. The encroachments are less visible. Over 95% of the landscape unit is classified as "highly scenic" or better.

Not Scenic	0.27%
Scenic	4.62%
Highly Scenic	52.95%
Exceptionally Scenic	42.16%

Figure 88 Percentage of scenic classifications for SR 194 Eastbound

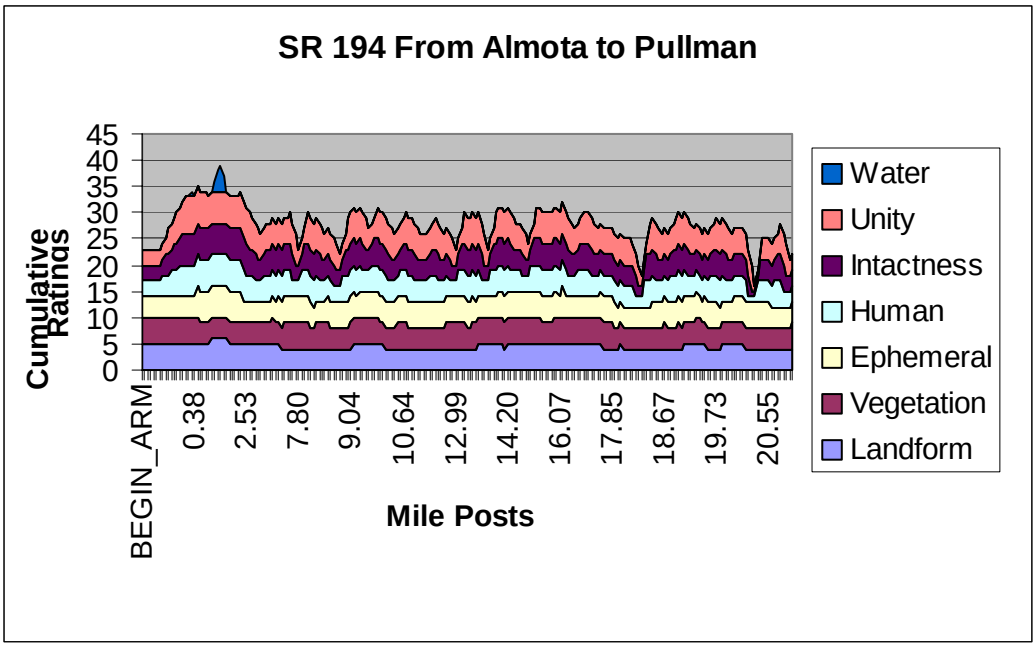

Figure 89 Cumulative values for SR 194 Almota to Pullman Eastbound

This highway, in both directions provides an excellent baseline for other highways in the area. Most of the views are "highly scenic" or "exceptionally scenic."

SR 194 Almota to Pullman Eastbound				
	Exceptionally Scenic	**Highly Scenic**	**Scenic**	**Below Scenic Threshold**
Landform		Peak of 5	Avg. 4.55	
Vegetation		Peak of 5	Avg. 4.47	
Water			Peak of 1	Avg. 0.07
Ephemeral		Peak of 6	Avg. 4.70	
Human		Peak of 6	Avg. 4.44	
Intactness		Peak of 6	Avg. 4.44	
Unity	Peak of 7	Avg. 5.16		

8.4. APPENDIX D: SR 272 BETWEEN PALOUSE AND COLFAX

This section of highway has been in the Washington State Scenic Byway system since 1967. The team made the decision to evaluate this corridor using the quantitative visual analysis. This serves two purposes: 1) to provide a baseline for other landscape units in the area, and 2) to determine if this corridor meets the visual quality standards set out in this study.

8.4.1.1. Eastbound

This view is seen when driving from Palouse toward Colfax.

Figure 90 View eastbound from MP 1.88 on SR 272

Views eastbound on SR 272 are typical for this region as seen in the photo above.

Not Scenic	11.13%
Scenic	27.50%
Highly Scenic	51.14%
Exceptionally Scenic	10.23%

Figure 91 Percentage of scenic classifications in Landscape Unit 13 Northbound.

Most views on this corridor are “scenic” or “highly scenic.”

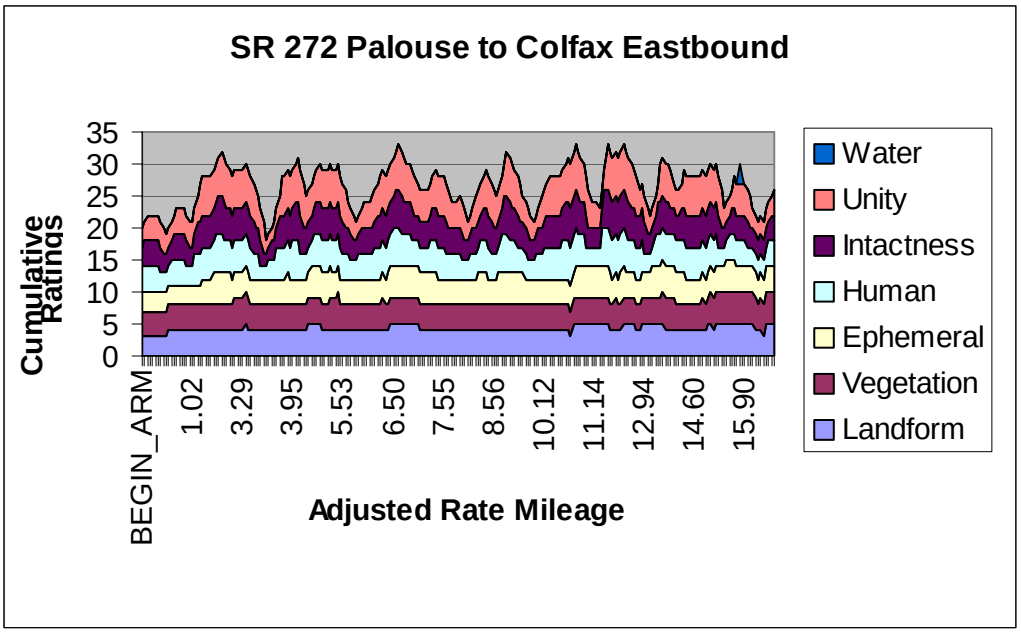

Figure 92 Cumulative values for SR 272 Eastbound

Figure 93 shows the average and peak ratings for the eastbound views from SR 272 between Palouse and Colfax.

SR 272 Palouse to Colfax Eastbound				
	Exceptionally Scenic	**Highly Scenic**	**Scenic**	**Below Scenic Threshold**
Landform		Peak of 5	Avg. 4.23	
Vegetation		Peak of 5	Avg. 4.18	
Water			Peak of 3	Avg. 0.02
Ephemeral		Peak of 5	Avg. 4.25	
Human		Peak of 6	Avg. 4.45	
Intactness		Peak of 6	Avg. 4.43	
Unity	Peak of 7	Avg. 5.10		

Figure 93 Average and peak ratings for SR 272 Eastbound

8.4.1.2. Westbound

Figure 94 is an example of an “exceptionally scenic” view within this landscape unit.

Figure 94 View of barn at MP 1.88 looking westbound

Figure 95 is an example of grain silos directly adjacent to the roadway that has a high degree of human impact that lowers the human, intactness, and unity scores.

Figure 95 View westbound at ARM 11.246 o f grain silos

This disruption in the scenic quality is brief and in context with adjacent agricultural land uses. Figure 96 shows the breakdown of percentages in each scenic classification.

Not Scenic	0.69%
Scenic	29.68%
Highly Scenic	52.26%
Exceptionally Scenic	17.38%

Figure 96 Percentage of scenic classifications for SR 272 Westbound

Over 99 percent of this corridor is rated as "scenic" or higher. Figure 97 shows the cumulative ratings for all views in this landscape unit.

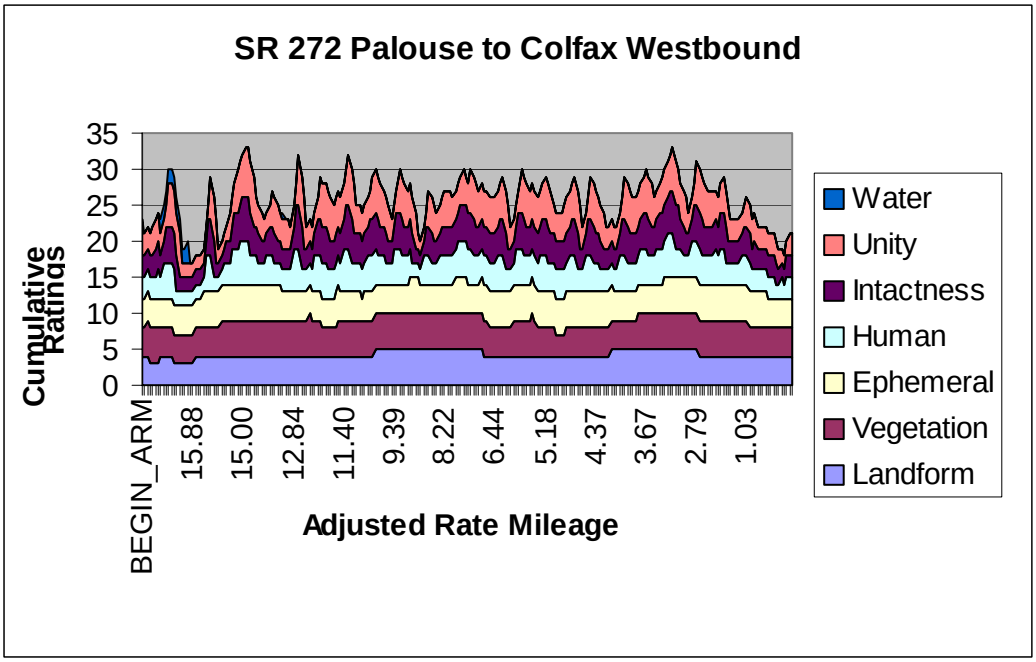

Figure 97 Cumulative values for SR 272 Westbound from Palouse to Colfax

Figure 98 shows the average and peak ratings for this landscape unit when traveling westbound.

SR 272 Palouse to Colfax Westbound				
	Exceptionally Scenic	**Highly Scenic**	**Scenic**	**Below Scenic Threshold**
Landform		Peak of 5	Avg. 4.25	
Vegetation		Peak of 5	Avg. 4.61	
Water			Peak of 2	Avg. 0.11
Ephemeral		Peak of 5	Avg. 4.52	
Human		Peak of 6		Avg. 3.90
Intactness		Peak of 6		Avg. 3.91
Unity	Peak of 7		Avg. 4.41	

Figure 98 Average and peak rating for Palouse to Colfax Westbound

This roadway corridor meets scenic criteria, but does not stand out from other highways in the region.